HERE'S A SMILE FOR HIS MAJESTY FROM THE NIGHT SHIFT

This group of workmen in a shell-producing factory in Southern England are idle only for a moment because they are watching the King talking to some of their mates while his Majesty was visiting the workers during the night shift. The factory's motto is "Work like hell and it's hell for Hitler." So well has it been lived up to that the daily production is double that of the last war.

Photo, P.N.A.

When the Highland Brigades Had To Surrender

In the war of 1914-1918 the 51st (Highland) Division of Territorials covered itself with glory, and already in this war it has seen some of the hardest fighting. Below we give the story of its stand on the Somme and the eventual surrender of two of its brigades, as described by Mr. Douglas Williams in the "Daily Telegraph," from material supplied him by the only officer of the two brigades to escape to England **(see also page 108).**

On May 20, ten days after the Germans invaded Holland and Belgium, the 51st (Highland) Division was holding a portion of the French line in front of the Maginot forts in the Metz area. Three weeks later, in the storm of the German Blitzkrieg, two of its brigades found themselves prisoners of war; the third, the 154th (Black Watch and Argylls), was on its way home to England, having been evacuated from Havre on June 11.

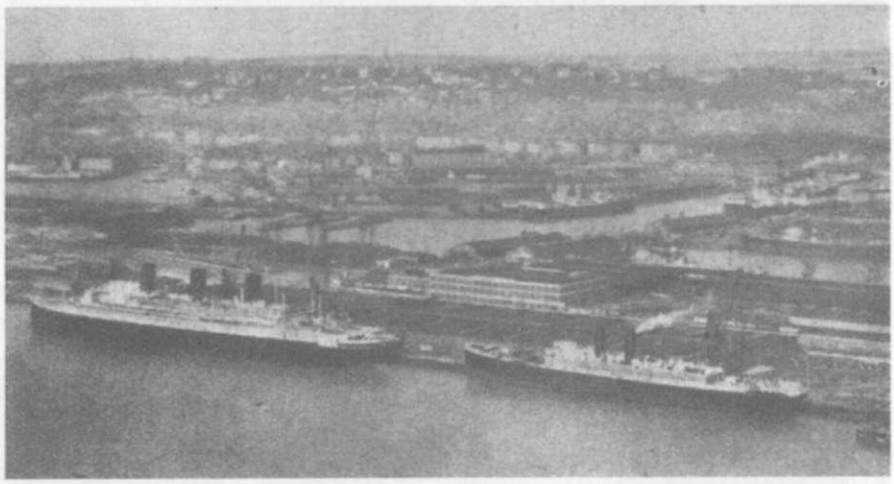
The French High Command had decided to send this division north to the Somme. After delay and much confusion owing to repeated change of orders, in the course of which the division's artillery and transport became temporarily lost, it finally arrived, on May 27, on the line of the River Bresle, from which it was sent forward to the Abbeville area to defend the Somme bridgeheads, in conjunction with units of the French Ninth Corps. Very heavy fighting developed from June 1 onwards, and combined attacks by the French, assisted by the 152nd and 153rd Brigades, at dawn on June 4 failed to secure the bridgehead, and the division suffered heavy casualties, especially the 152nd Brigade (Seaforths and Camerons).

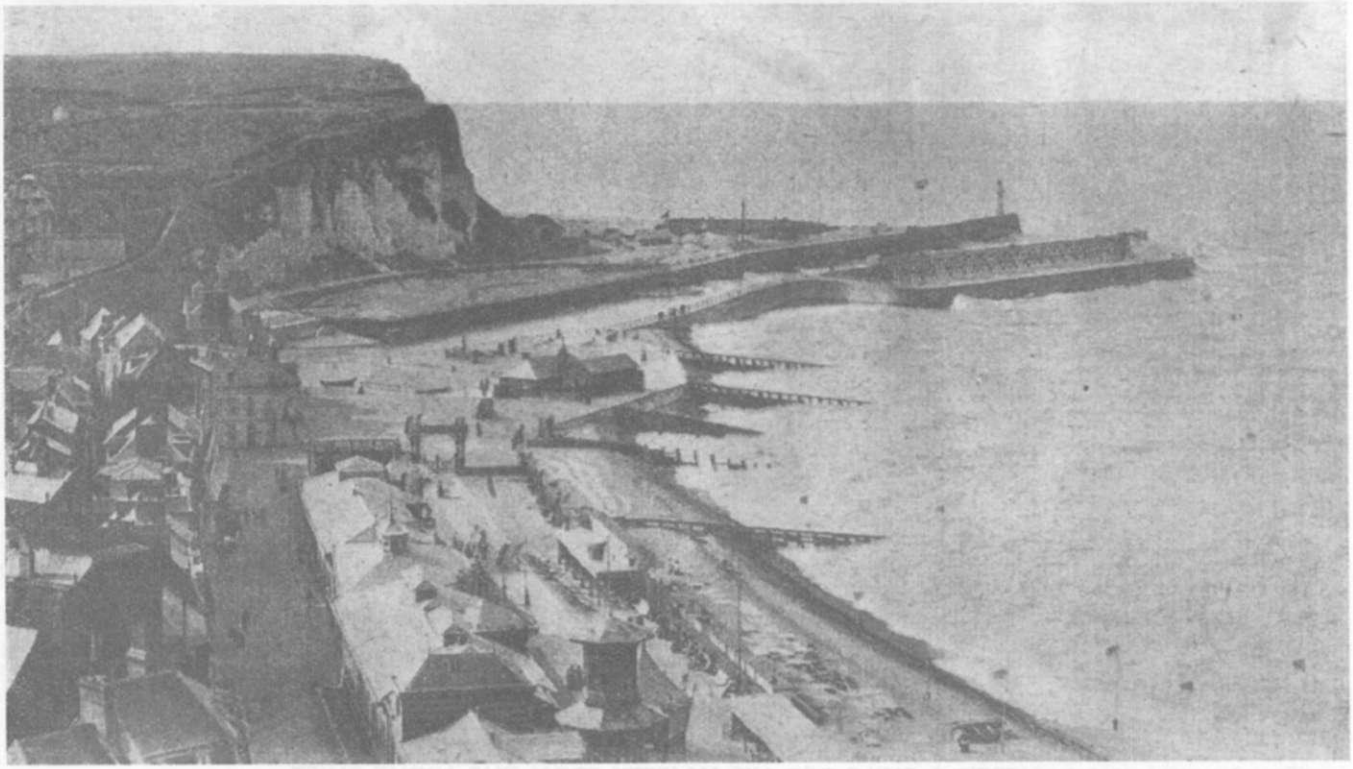
A particularly brilliant incident of this day's fighting was the highly successful attack by the Gordons against enemy forces strongly entrenched in the Grand Bois; the position was carried after the most gallant fighting, and the whole wood was cleared of the enemy.

Heavy enemy pressure, however, finally made a withdrawal inevitable, and the division fell back again to the line of the Bresle, where at one time it occupied a front more than 18 miles long. These positions were held for only three days; then on the night of June 8 a further withdrawal was carried out to the line of the Bethune. Next morning (June 9) the 154th Brigade was detached and ordered to defend the Havre area, to take up a line running due south from Fécamp, in the hope that it could hold it until the other two brigades could join them.

Finally, on the evening of June 10, the remaining two brigades moved back along the coast-line via Dieppe, to take up their final positions round St. Valery-en-Caux. A bridgehead was formed around St. Valery, the southern portion being held by units of the French Ninth Corps, the eastern face by the 153rd Brigade, and the western area by the 152nd Brigade. The following day the enemy appeared in force and launched heavy attacks with large numbers of tanks, assisted by very accurate mortar fire and the co-operation of masses of aircraft, against which, apart from ground fire, we had little protection.

Heavy casualties were suffered by the 153rd Brigade (Gordon Highlanders and Black





At the height of the German offensive the 51st (Highland) Division, which had been holding a part of the Maginot Line defences, became involved in the Allied retreat. The opening of June found it on the Somme, and on June 12 two of its brigades—the 152nd and 153rd—were compelled to surrender at St. Valery (lower photo). Its third brigade, the 154th, was more fortunate, for it was evacuated to England from the great base port of Le Havre (upper photo) on June 11.

Photos, E.N.A. and Wide World

At St. Valery All Was Lost Save Honour

Taken in France while it was still "all quiet on the Western Front," this photograph shows Gordon Highlanders being inspected by a French general at British G.H.Q.

Watch). The men, however, held on gallantly throughout the day and the enemy failed to break through at any point on the eastern wing. Increasing fire, however, especially from heavy mortars, guided by accurate direction from the air, made the line ever more difficult to hold. At night the order was received to withdraw to the beaches and for the troops to embark at St. Valery, where vessels were to be sent to receive them. A rendezvous was given at St. Valery railway-station, and embarkation was to begin at 2 a.m. on June 12.

Gen. Fortune's final order to his division, dated St. Valery June 11, was to the effect that the Navy would probably make an effort to take the division off by boat, perhaps that night, or in two nights. All ranks must realize that the operation could be achieved only by the full co-operation of everyone, and that the utmost discipline must prevail. Men would board boats with equipment and arms; vehicles would be rendered useless. Finally, if the enemy should attack before the whole force was evacuated, all ranks must realize that it would be up to them to defeat them. The enemy might attack with tanks, but we had anti-tank guns. If the infantry could stop the enemy's infantry, that was all that was required, while our anti-tank guns and rifles could inflict casualties on the enemy's armoured fighting vehicles.

The withdrawal was successfully made, and the men arrived near their rendezvous, where news was received that the embarkation could not be proceeded with. It appeared that the previous day, while our two brigades had successfully held their positions, the French Ninth Corps had been forced back, permitting the enemy to get round behind the British positions and occupy the port. Harbour and beaches were already occupied by the enemy, with tanks, mortars and machine-guns commanding every point of embarkation.

At 8 a.m. the French capitulated and handed over the town to the Germans. There was therefore no further hope of escape, and the remnant of the division, totalling about 150 to 200 officers and between 4,000 and 5,000 men, was taken prisoner by the enemy, together with the French Ninth Corps.

One of the two brigades forced to surrender at St. Valery, the 152nd was composed of Seaforth and Cameron Highlanders. In this photograph a guard mounted by the Camerons is seen being inspected by the C.O., while inset is a smiling sergeant of the Seaforths.

Photos, Photographic News Agency and British Official: Crown Copyright

One of the unhappiest aspects of this tragic event was the fact that at Veules les Roses, a little port a few miles eastward of St. Valery, a large number of other British troops were at that moment being embarked. Had the 51st Division but known of this undoubtedly a great many of the men could have marched there without difficulty and got away.

When captured the British troops, while exhausted, short of food, and worn out by continuous marching and fighting in hot weather, were in high spirits and full of fight. They were not inconsiderately treated by their captors, though it was clear that the Germans had never expected such a large bag.

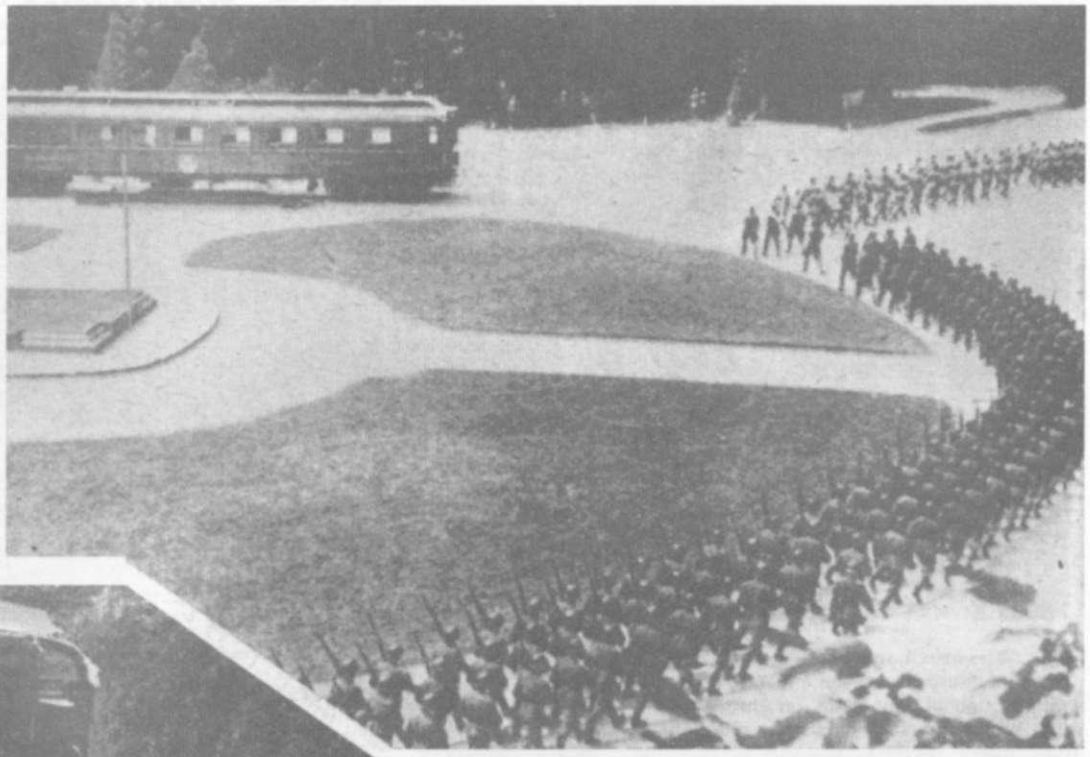
"Over 26,000 prisoners were taken, announced the German High Command, "including five French generals and one British."

Rations at first were scanty, a loaf of rye bread being divided among six, and water was short. The first day they were marched 12 miles to a camp near by, but after that conditions improved, and their subsequent movements were by motor-lorry.

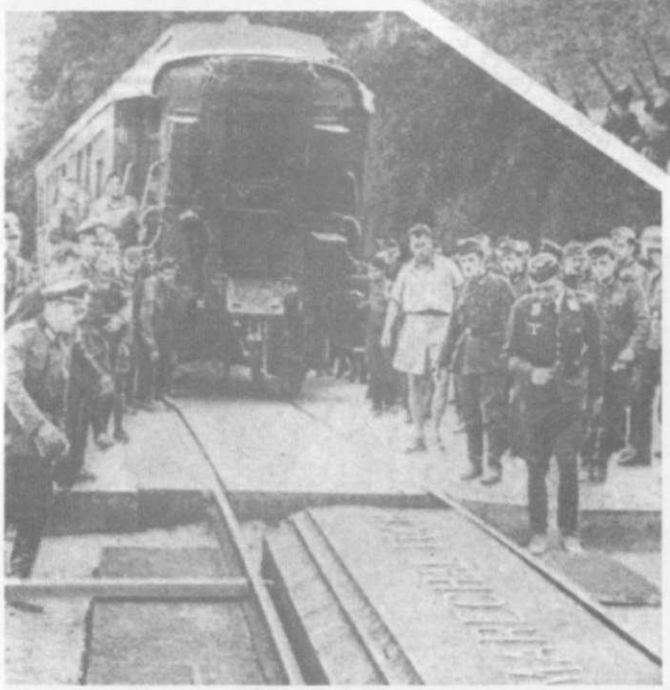
Major-Gen. V. M. Fortune, G.O.C. of the division, was treated with special attention, and was permitted to keep his motor-car, his A.D.C. and his servant. Similar courtesies were shown to the two brigadiers with him.

How the Stage Was Set for the French Armistice

Hitler exploited to the full the dramatic possibilities of the fact that he was able to impose the humiliating terms on France by clever stage management. He dictated them on June 21 in the railway coach in the Forest of Compiègne in which British and French delegates imposed the armistice terms of November, 1918, on Germany. A preliminary ceremony was a parade of German troops round the coach (right).



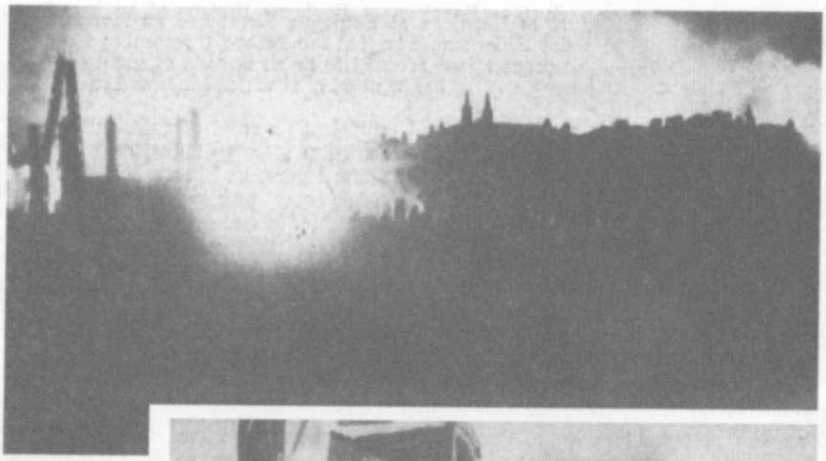
First the coach was drawn out of the pavilion in which it was housed (see photograph in page 708, Vol. 2) into the position above the memorial slab on which it stood in November, 1918. Below is the coach with some of the German soldiers who helped to put it in position.



Two of the French delegates are here arriving in the Forest of Compiegne to sign the armistice terms. Between the two German officers are M. Noel and General Huntziger. In the photograph on the left is Hitler in his supreme hour when, after the French delegation had received the terms, he left the coach. In the first row, left to right, are General von Brauchitsch, C.-in-C. of the Army; Admiral Raeder, C.-in-C. of the Navy, Hitler and Goering. In the second row are Hess and von Ribbentrop. (These photographs like those in pages 14-15 come, of course, from German sources.)

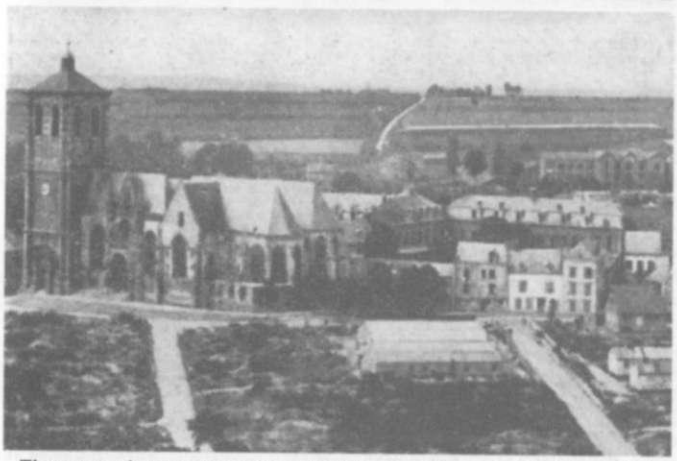
Photos, Associated Press

Where the Nazis Came: French Towns Then and Now



The town of Vitry-le-Francois, which was Joffre's headquarters in the early weeks of the last war, had this very ornate gate. In the early days of June 1940 the town was bombarded by the Germans during the fighting on the Marne, and, right, it is seen in flames.

Nine years ago the beautiful old city of Orleans (left), shrine of Joan of Arc, was en fête for the celebration of the fifth centenary of France's great deliverance. This year it fell before the Germans and was badly damaged by gunfire. Above is one of its devastated streets.



These two photographs show Rethel, the small town on the Aisne which endured four years of German occupation in the last war. In one is seen the Church of St. Nicolas in the days of peace, while in the other débris is being cleared away after the German entry in June 1940.

Photos, E.N.A., Associated Press, and Wide World

Will Hitler Come With a Fleet of Barges?

Just as Napoleon at Boulogne threatened an invasion of England 136 years ago, so today Hitler stands on that same shore, threatening, blustering—and preparing. Amongst his preparations are said to be an armada of small craft, of which (as is told below) he has a number of varied kinds and uses at his disposal.

NIGHT after night for weeks past—and sometimes during the day, too—amongst the objectives of Britain's bombers in the raids on Germany and German-occupied Europe have been concentrations of barges in the waterways of Holland and Belgium and Northern France. The reason is obvious; those barges which have been splintered and burnt or left high and dry on the banks of canals whose lock-gates have been blown up, may well have been chosen for inclusion in that armada which Hitler is reported to be assembling for his oft-threatened invasion of England.

Certainly the Fuehrer has plenty of vessels to choose from, vessels of many different shapes and sizes, vessels designed for many a varied use. There are the great barges, some so big that they can carry the contents of three hundred 10-ton coal wagons which in peace time make the passage up and down the Rhine and Maas. There are the Diesel-engined river craft which have appeared in increasing numbers of recent years on the waterways of the Low Countries and of Eastern France as far as the Swiss border; many of these make coastal trips from Rotterdam to Antwerp, and there is little doubt that given reasonably fine weather they could make the passage of the North Sea under their own power. Then there are the big cargo lighters used extensively in the docks of Amsterdam; the powerful ferry boats, driven by steam or Diesel engines, which are used for crossing the Scheldt between Antwerp and Flushing; there are the tugs attached to the Dutch and Belgian ports, and the big flat-bottomed paddle tugs which paddle their way up and down the Rhine. Again, there are the Dutch motor coasters, 500 to 600 tons apiece, engined with Diesels, which are good sea boats and are often used to cross the North Sea.

Altogether there must be some hundreds of small craft which might be used to carry considerable numbers of German troops across the narrow strip of water which separates the Continent from our own shores: and quite a number of these boats are of a sufficient size and of sufficiently strong construction to carry tanks, field artillery, anti-aircraft guns, and heavy equipment.

We may presume that they would be assembled at a number of enemy ports on the coast of Western Europe—in particular, Rotterdam, the Hook of Holland, Flushing, Antwerp and the Scheldt estuary, Zeebrugge, Dunkirk, Calais, and Boulogne; Brest and Cherbourg might be used if it were decided to attempt a landing in the south-west of England or on the shores of Ireland. Numerous as these possible assembly points are, we have good reason to believe that several of them have been so damaged by British demolition squads and aircraft that for a time, at least, they must be quite unusable. Moreover, the communiqués of the R.A.F. abundantly testify that Boulogne, Calais, and the rest are closely watched, and any suspicious concentrations are immediately bombed.

Of the bases mentioned, probably Flushing and Antwerp are the nearest to England of those which are reasonably intact. To make the crossing from the Scheldt to the Lincolnshire coast the armada would have to travel some 240 miles, but to the Kent coast the distance would be only some 135 miles. The slow-moving barges would require from 24 to 48 hours to make the crossing, and it need hardly be said that it should be quite impossible for them to move any distance, even in thick fog, without their presence being discovered by the British Navy and the R.A.F. Even air action alone might be expected to have a devastating effect on the flotilla, although it should be remembered that the German air force was unable to stop the embarkation of the B.E.F. and French from Dunkirk—in the broad daylight of early summer.

As we have been told by Mr. Churchill, even five divisions (say, 100,000 men), very lightly equipped,

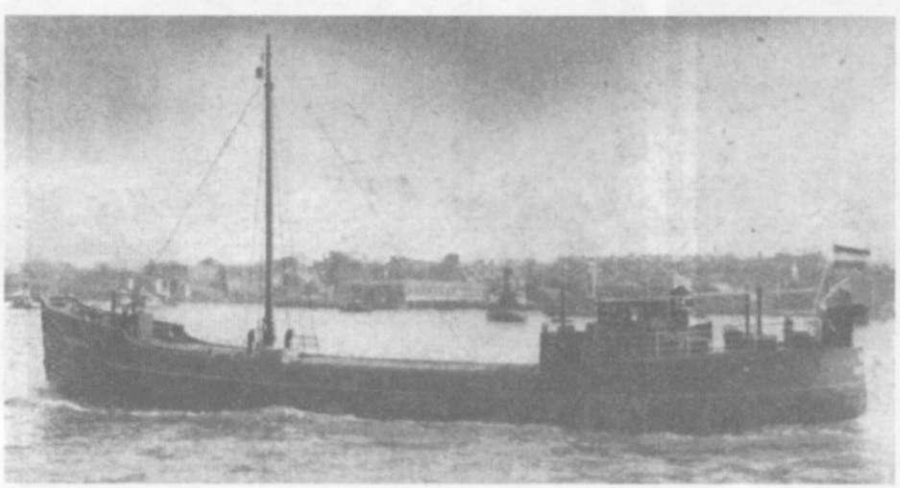
"would require 200 to 250 ships, and with modern air reconnaissance and photography it would not be easy to collect such an armada, marshal it, and conduct it across the sea, without any powerful naval forces to escort it and with the very great possibility that it would be intercepted long before it reached the coast and the men all drowned in the sea, or at the worst blown to pieces with their equipment while they were trying to land."

Then, in addition, there is a great system of minefields, recently strongly reinforced.

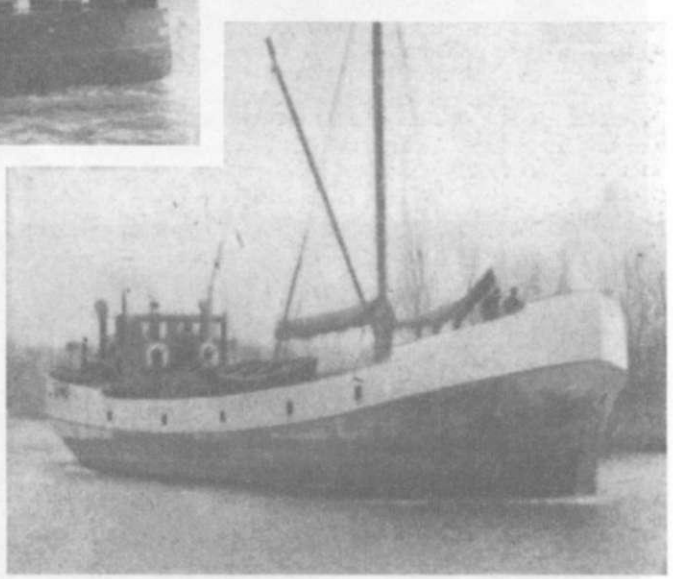
If the weather were fine and the sea fairly calm, if the British Navy were temporarily or permanently out of the picture, if the Germans had superiority in the air, if they had a reasonable share of Hitler's customary luck—then the passage across the narrow seas might be made by these lumbering, slow-moving flotillas of strangely-assorted craft. But there are altogether too many "ifs."

When Napoleon prepared a similar invasion he was in some ways much better situated than is Hitler. He was able to assemble his great army of 100,000 men at Boulogne without any fear of bombing attacks or prying reconnaissance 'planes; he had practically the whole Continent under his complete control, political and economic; he had collected a great fleet of flat-bottomed ships which had to fear no lurking submarines, no raiding 'planes, no speeding warships, but simply men-of-war which were dependent on the wind for their movement.

Yet for two years Napoleon waited, and then in a fit of disgust shook his fist at the unassailable white cliffs of England, and marched away to Ulm and Austerlitz. Will Hitler have to, or could he, wait so long?



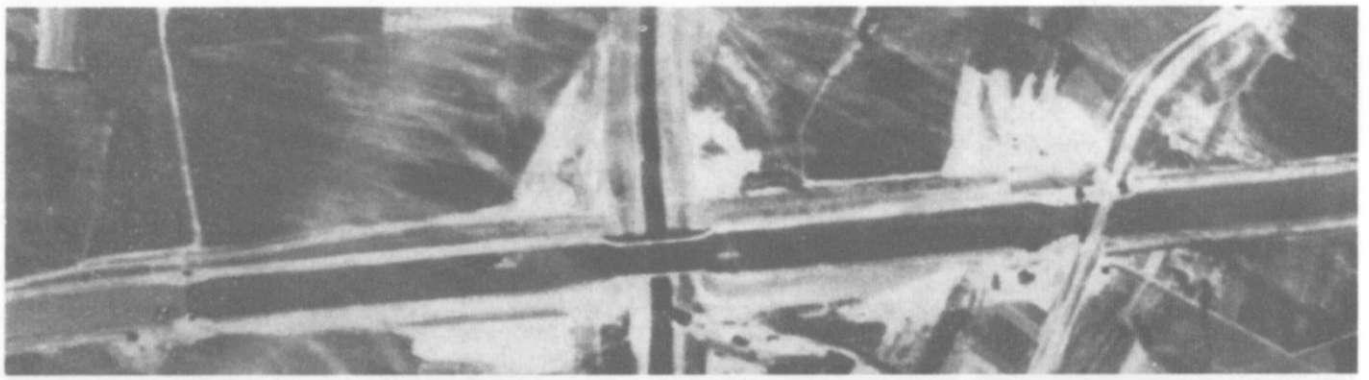
Hitler's invading army might cross the North Sea in bluff-bowed motor craft like the "Rapid," 190 tons, seen above. Many of these vessels were engaged in trade with British ports, carrying merchandise from Holland. Some are a good deal larger, and all are built especially to stand rough seas.

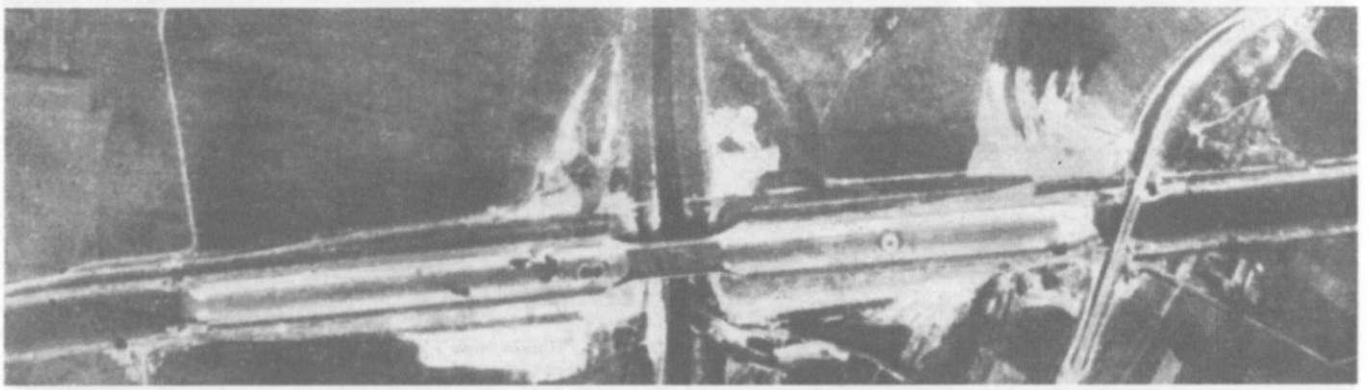


All Hitler's army would have to be carried in shallow-draught ships and barges or lighters. Suitable craft are Dutch coastal motor barges such as this. They are good sea-boats and are familiar to many Londoners, for they are of sufficiently shallow draught to enable them to be navigated as far up the Thames as Kingston.

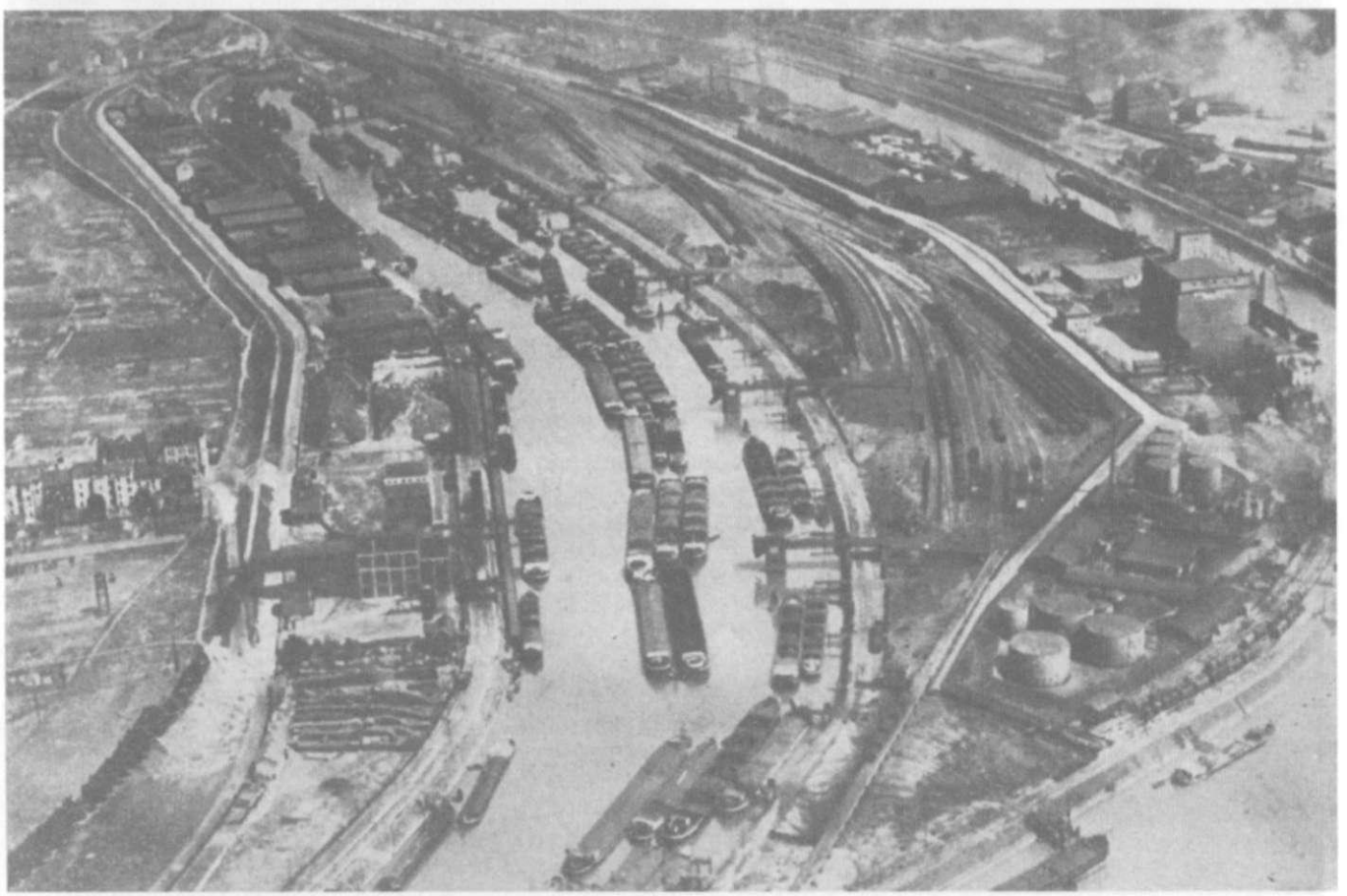
Photos. Nautical Photo Agency

Waterways of the Reich Bombed by the R.A.F.





Careful photographic reconnaissance carried out with astounding daring by the R.A.F. made possible the successful bombing of the aqueduct of the Dortmund-Ems Canal, announced on July 17. The top photograph, one of those taken by the reconnaissance 'planes, shows barge traffic on the canal which was used largely to transport munitions. The photograph immediately above proves incontestably how successful the raid was. Large craters can be seen in the canal bed, some of them 30 feet across, and all the water has drained away. Further details are given in page 110.



Duisburg, an important town lying between the Rhine and the Ruhr, with which rivers it is connected by a canal, was also bombed by the R.A.F. The Parallel Harbour is here seen photographed from the air, showing a wharf which was damaged by the raiders. Owing to the heavy damage caused to roads and railways by R.A.F. raids, the Nazis had been obliged to divert much traffic to their inland waterways.

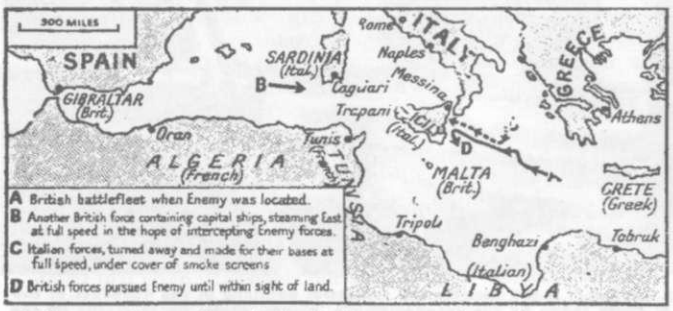
Photos. British Official: Crown Copyright, and G.P.U.

The Admiral Was Disappointed With the Italians

For the first few weeks of the Anglo-Italian war there was little to record in the way of naval operations, but in July there were several brushes between the two fleets which are described in the article that follows. As will be seen, they were inconclusive actions because the Italians refused to venture their main fleet in a prolonged combat with Britain's battle squadrons.

If we may believe Mussolini's propagandists, the Mediterranean has been swept clean of Britain's warships and the sea is now what imperial-minded Italians have so long claimed it ought to be, an Italian lake. How, then, shall we explain the presence in both the western and eastern basins of the Mediterranean of powerful squadrons of the Royal Navy—squadrons so powerful that they were able to engage Italy's battle fleet and after the engagement maintain their patrol?

There for a certainty they were on Tuesday, July 9—one force based on Gibraltar, including H.M.S. "Hood" and H.M.S. "Ark Royal," carrying out a sweep towards the Central Mediterranean, and carrying it out successfully despite heavy air attacks by Italian bombers and without encountering any of the enemy's surface ships; while simultaneously another force was conducting a similar reconnaissance in the Ionian Sea to the west of Crete.



This map of a portion of the Mediterranean shows the movements of British and Italian ships during the action of July 9, 1940, when the Italian fleet turned away and fled to harbour.

This second fleet was under the command of Admiral Sir Andrew Cunningham, British C.-in-C. in the Mediterranean, and consisted of a squadron of light cruisers supported by several battleships. During the morning they sighted an enemy force consisting of two battleships, a large number of cruisers, among which were some 8-in. gun cruisers, and approximately 25 destroyers. Early in the afternoon contact was made by the two cruiser forces, but after a brief period of intense fire the Italian cruisers retired as soon as they came within the extreme range of the British battleships. A few salvos were exchanged between the battleships on either side, and one of the Italian vessels sustained a hit with a 15-in. shell. Then an intense smoke screen was laid down by the Italian destroyers, and behind this their ships, big and small, retired at full speed. The action then developed into a chase, the enemy being pursued until the coast of Italy came within sight. There, lying off shore, our forces remained to offer battle until the evening, despite a succession of bombing attacks by waves of Italian aircraft.

It would, indeed, have been suicide on the part of the Italian squadron to attempt a prolonged action, for, according to a Rome account, the British squadron included three of the Barham class battleships, each of which mounts eight 15-in. guns, against which the Italians had ranged two battleships of the Cavour class, reconstructed vessels carrying ten 12·6-in. guns apiece. In terms of fire-power the British battleships could fire 95,000 lb. of shell per minute as compared with 36,000 lb. from the Italian ships.

In the light of this superiority of fire-power we may see what little value there is in the claim made in the Italian communiqué that "at the close of the night the British squadron proceeded in a southerly direction pursued by Italian naval forces." The truth of the matter would seem to be that the British squadron approached as near as possible to the Italian coast, which, if it were Taranto, as has been suggested, would be a matter of some 15 miles. Then, when it became evident that the enemy had no intention of renewing the battle, the British squadron continued its operations, which included the convoying of a number of ships through the eastern Mediterranean.

In the course of the battle one of the Italian battleships was hit and the Italians admitted the loss of 29 men killed and 69 wounded; they also announced that they had lost a submarine and the destroyer "Zeffiro." On the other hand, no hits were made by the enemy by bomb or gunfire on the British ships, and a number of enemy aircraft—twenty in all—were shot down.

Of course, Mussolini claimed the action as a triumph. In an Order of the Day to the Italian Navy he told them: "You have obtained our first naval victory—you have taught the enemy by direct hits, by gunfire, that one cannot challengingly approach the Italian coast." The Italian communiqués further claimed that many of the British ships had been hit by bombs, shells, or torpedoes, that an aircraft-carrier had been "rendered motionless" by a bomb, and that "one ship, probably a battleship, was sunk"—claims which our Admiralty hardly took the trouble to deny.

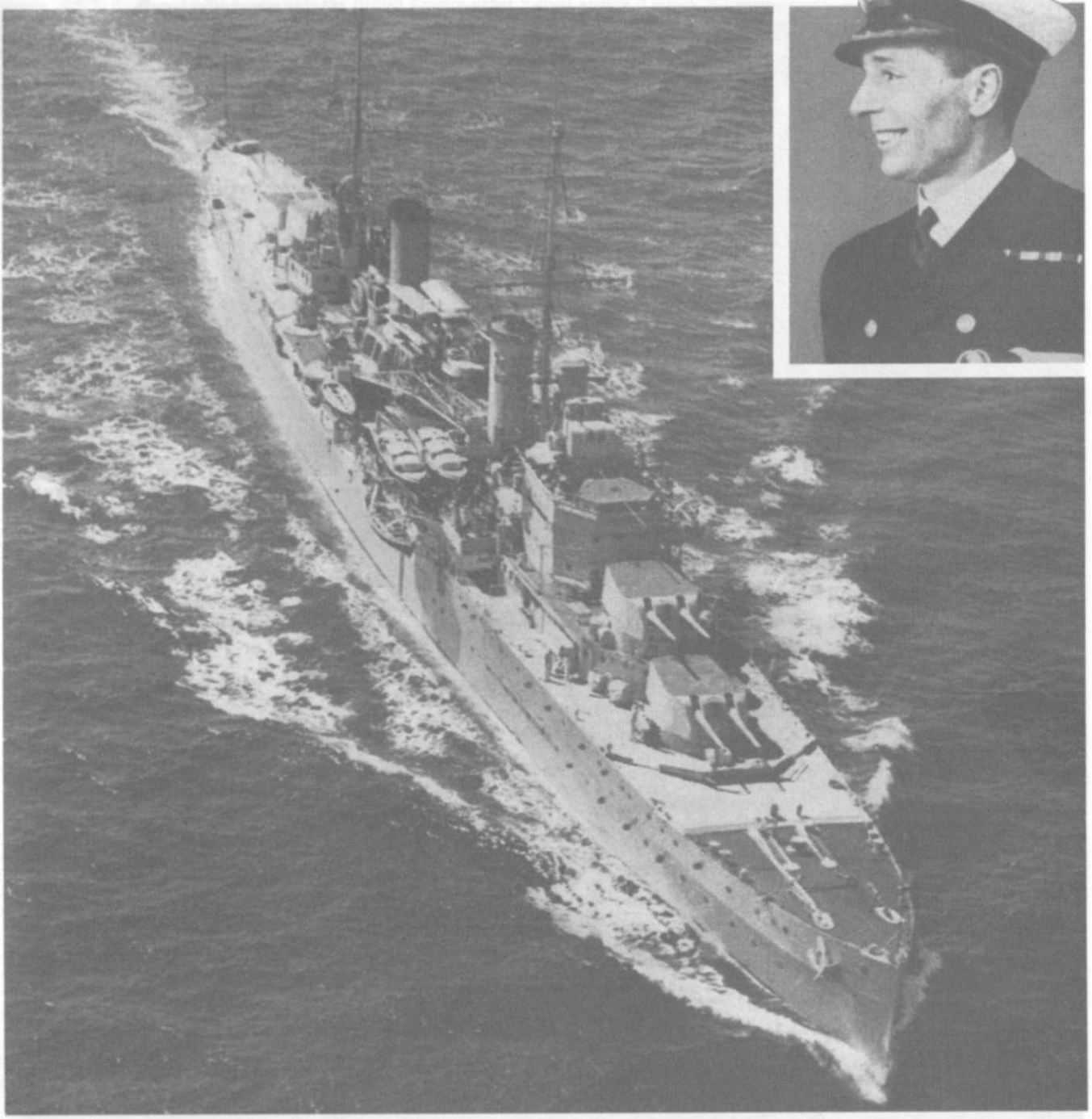
Ten days later came the news of a further British success against the Italian fleet in the Mediterranean. About 7.30 on the morning of July 19 H.M.A.S. "Sydney," accompanied by a small destroyer force, engaged two Italian cruisers to the north-westward of Crete. The enemy ships altered their course south-westwards and endeavoured to escape, but the British ships made a determined attack, and the "Sydney's" fire was so accurate that one of the Italian ships, the 6-in.-gun cruiser "Bartolomeo Colleoni," was hit in a vital spot and forced to reduce speed, when the British destroyers completed her destruction. The second cruiser, of the same class, was chased and hit several times, but her superior speed saved her from a similar fate.

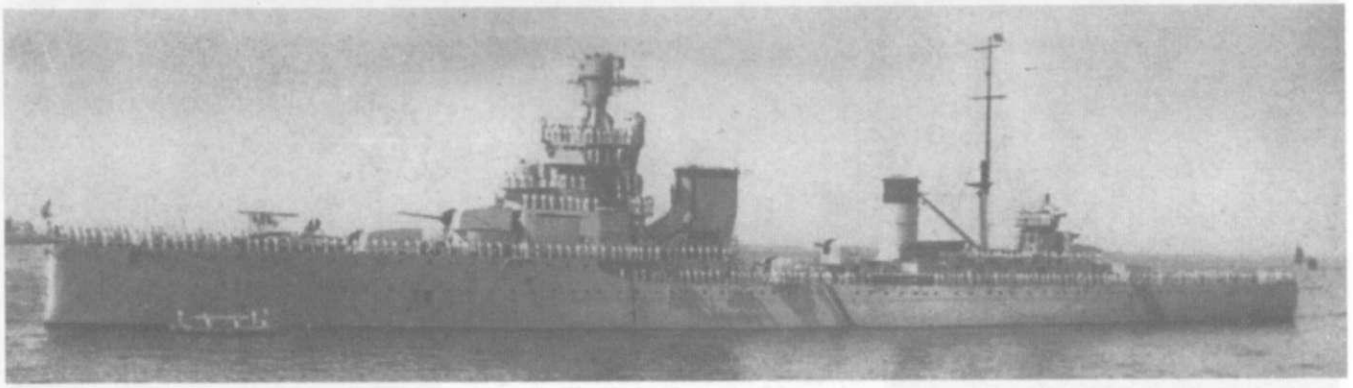
As the "Bartolomeo Colleoni" went down, 545 of her crew were rescued by boats lowered from the British ships; and it is unpleasant to have to record that while they were engaged in this work they were bombed time and again by Italian 'planes.

In his report on the running fight of July 9 Admiral Cunningham described it as "a disappointing action," but, however disappointing to the British, it must have been still more so to those Italians who have been deluded into believing that Britain's sea power is a thing of yesterday.

It is not often that the camera can give the lie direct to Nazi and Fascist distortions of the truth, but this photograph is one of the exceptions. It shows an Italian battleship of the "Conti di Cavour" class fleeing before the British Fleet. A salvo from a British battleship is falling ahead of her, and the guns from her after-turret (trained aft) have just fired, thus proving incontestably that it was the British ships that pursued the Italian ships, and not vice versa as the Italians claimed. *Photo, Associated Press*

H.M.A.S. "Sydney" and Her Victim





Named after the light cruiser that sank the "Emden" in November, 1914, the new "Sydney" (top photo, 6,830 tons, completed 1935) of the Royal Australian Navy sank in a running fight N.W. of Crete, on July 19, the Italian cruiser "Bartolombo Colleoni" (5,069 tons, lower photo), claimed to be the fastest in the world. Both carried eight 6-in. guns, but the Italian's speed was at least 37 knots against the 32·5 knots of H.M.A.S. "Sydney." Inset, Capt. J. A. Collins, R.A.N., of the "Sydney," who was awarded the C.B. *Photos, Charles E. Brown, Wide World and Associated Press*

They Are in Britain's Battle-Line in Africa

IN the ranks of Britain's armies in Africa are to be found soldiers of many different races—white, black, and brown, inheritors of vastly different traditions, dwellers in many a widely-contrasted stage of culture. Out of a wealth of types and personalities we illustrate in this page a selection which, however inadequate, may make some claim to be reasonably typical. Natives of the Kenya highlands, the deserts of Somaliland, and the tropical zone of West Africa here take their place beside soldiers of the white races drawn from the vast open spaces of Rhodesia and the towns and villages of the Union of South Africa.

Here is a sergeant-major of the King's African Rifles, that fine body whose battle honours include "Ashanti 1900," "Somaliland 1901-1904," and "East Africa 1914-1918."

Photo, William Davis

Here we see (above) Lance-Corporal Omar Robleh of the Somaliland Camel Corps. In pages 98 and 99 there is an action photograph of this unique body of fighting men.

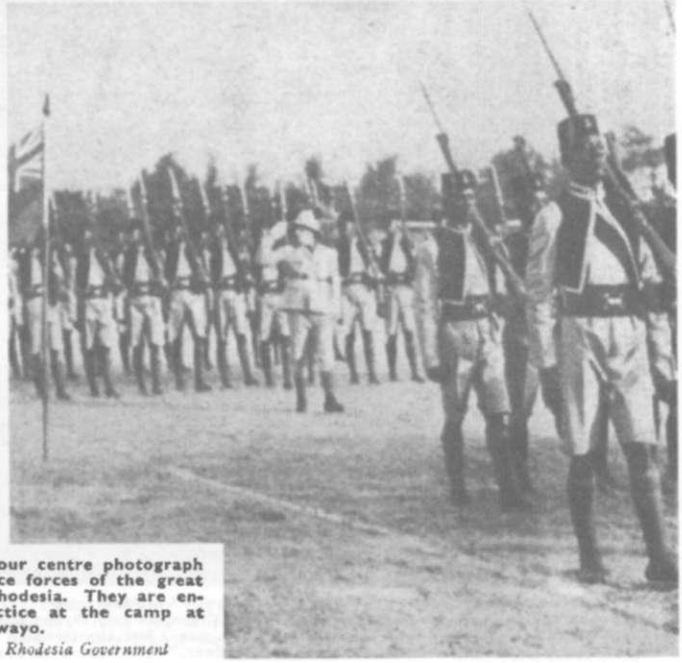
Photo, Paul Popper

In large measure the defence of the British Commonwealth in Africa falls upon the defence forces of the Union of South Africa, which enjoy a high reputation for spirit and efficiency. Below, some soldiers of the Union are at practice with a Bren gun.

Photo, Fox

The Royal West African frontier force consists of the Nigeria Regiment, the Gold Coast Regiment, the Sierra Leone Battalion, and the Gambia Company. Some men of the last-named are shown below during training. In the Great War the Company fought in the Cameroons and East Africa.

Photo, P.N.A.



The riflemen seen in our centre photograph are part of the defence forces of the great colony of Southern Rhodesia. They are engaged in mortar practice at the camp at Bulawayo.

Photo, Courtesy of S. Rhodesia Government

The Empire's Part in the Battle of Britain

As the weeks pass the British Empire—that "great empire" which Hitler prophesied on July 19 "will be destroyed"—grows more and more united in its determination to defeat the Totalitarian might. Realizing the urgent need of air power reinforcement, the Colonies, as related here, are making magnificent contributions to the new Colonial Air Armada.

THROUGHOUT history no Empire has shown greater cohesion in war than the British Empire in 1940. There is an enthusiasm and enterprise in defence which holds the attention of all free peoples now that the heart of the Empire remains the last stronghold of freedom in Europe.

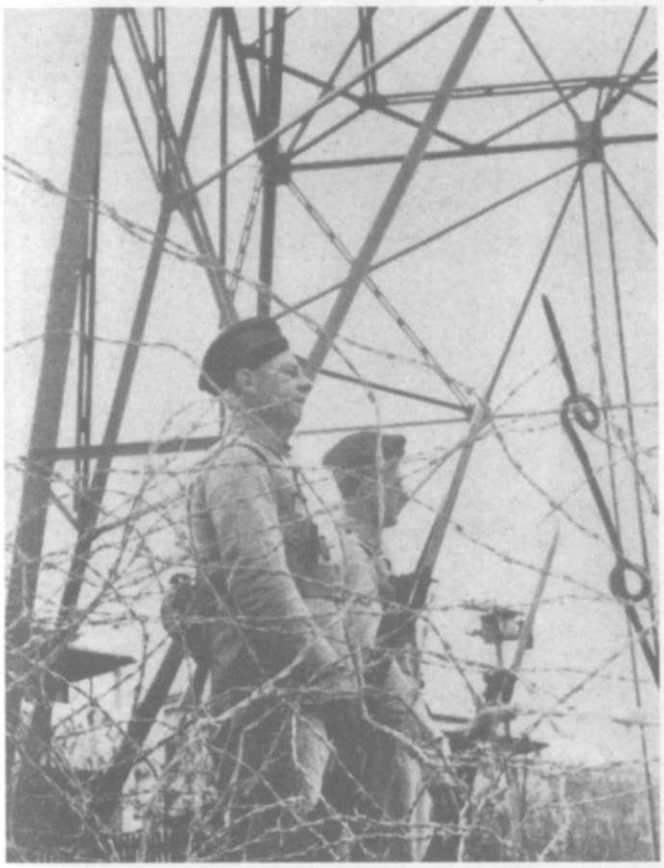
From possessions distributed throughout the Seven Seas every form of assistance for the Battle of Britain is pouring in to build up the armed forces and the financial strength of the Motherland. At the moment the most outstanding help in Empire defence develops from the air-mindedness of Britons overseas. From India to the Gold Coast, from Malaya to the Falkland Islands, they appreciate that their safety depends upon mobile forces to protect key points, forces possibly thousands of miles away, which the international situation has made vital strongholds for the preservation of the unity of the Empire. Thus it is not difficult to see how British-Australasian sea trade and Gibraltar are definitely interlocked.

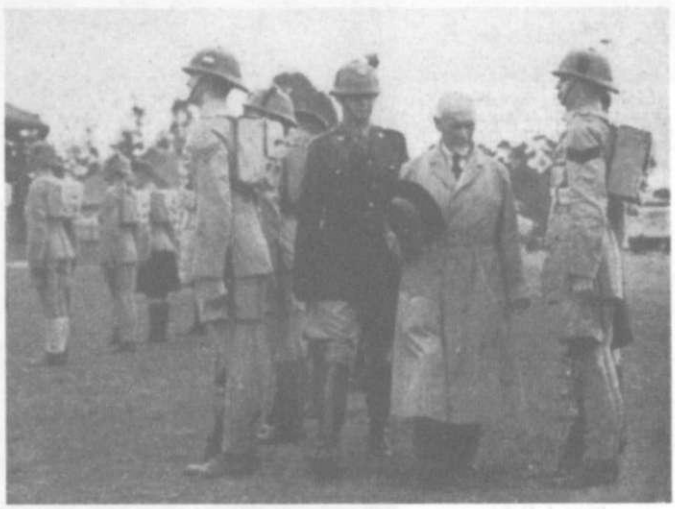
Funds have been started by newspapers, individuals, organizations throughout the Colonies, the Dependencies and in India to buy aircraft for a special force within the Royal Air Force. This has become known as the Colonial Air Armada—a significant striking force of 40 heavy bombers and 160 Spitfires, capable of smothering the enemy with 100 tons of explosives daily.

Sections of this Air Armada are to be named after the donors, and machines will be named within the sections according to portions of the donors' territories. We can expect soon to hear of the Natal Squadron, the Malaya Squadron and the like; Zanzibar's two Spitfires, for which £20,000 has been sent, are to be known as "Zanzibar" and "Pemba." But, let it be noted, they will not be so marked. The name will not, of course, be written on the fuselage, and squadron names will not be inscribed on aircraft either. So, like troops in modern battle, the only identification of Air Armada machines will be in R.A.F. records—but after the "show" the Press, and thus the donors, will learn what their gifts have been doing. The manning of this Special Force, as far as circumstances permit, will be by men from overseas. The ideal set up will be for men from Hong Kong to operate Hong Kong gift machines.

The Dominions have not so far contributed to the Air Gift Fund because they have their own air forces, which naturally receive first attention. As they are self-governing communities, their war effort is associated

How deeply affected by the war are the people of South Africa is shown by the fact that in every city in the Union there is a daily two minutes' pause at noon for silent prayer. This is the scene in the famous Adderley Street, Cape Town, during the silence.





Not only the great Dominions but the smallest islands within the Empire are standing to arms, and here are two scenes, thousands of miles apart, but both typical. In one, on the small island of Bermuda, soldiers of the Volunteer Rifle Corps are on guard at a wireless station, a link in Imperial communications. Right, the veteran Empire statesman and soldier, General Smuts, is inspecting South African infantry at Johannesburg.

Photos, courtesy South African Government, and P.N.A.

Empire Men & Women Serve in the Homeland

Newfoundland, the oldest of British Colonies, has sent many of her stalwart sons to fight for the Mother Country. Among a contingent that recently arrived in Britain were a number of artillerymen. They were well trained and soon took up their part in home defence. Some of them are here seen at practice with a 9·2-in. howitzer.

Photo, Central Press

On July 16, 1940, Mr. R. B. Bennett, a former Prime Minister of Canada, presented to the High Commissioner of Canada, Mr. Vincent Massey, on behalf of the Canadian Red Cross Society, a hospital with 600 beds, built on a site in the Home Counties given by Lord and Lady Astor. The ceremony took place in front of the building, and right are some of the Canadian nurses who, with a contingent of troops, were present at the ceremony.

Photo, L.N.A.

'Colonial Air Armada' For Defence of Empire

with all sorts of domestic considerations which do not affect the Colonies. If war develops beyond Europe they are more likely, being larger, to suffer individual attack. Self-sufficiency in defence is their major consideration. Thus India has covered all potentially vulnerable areas with an observer and air-raid warning system, modelled upon the British one with sirens, wardens and the like. Canada has built an aluminium refining factory near Ottawa which can turn out as much aluminium as the whole of Germany could at the start of this war.

Some Gifts for the Colonial Air Armada

Ceylon—State Council	£375,000	
" Times of Ceylon " Fund	15,000	
Private donations	5,000	£395,000
Malaya—" Straits Times " }		
" Straits Echo " }	227,000	
" Malay Mail " ...	45,000	£272,000
Gold Coast—Government Gift ...	100,000	
Government Loan	500,000	
" Gold Coast Spitfire Fund "	15,000	£615,000
Trinidad business men		42,000
Falkland Islands		50,000
Hong Kong—" South China Morning Post " }		
" Hong Kong Telegraph " }		40,662
Bengal Residents		40,000
British Guiana—Residents... ...	30,000	
" Georgetown Fund " ...	10,000	40,000
Zanzibar Executive Council ...		20,000
Natal—" Speed the 'Planes Fund "		201,000
Jamaica—" Jamaica Gleaner " ...		20,000
Windward Islands—St. Vincent Arrowroot Assn.		5,000
Bahamas-Nassau—Private donations		5,000
		£1,745,662

Australia has put its all in under the same motto as in 1914: " To the last man, to the last shilling." Munition and aircraft workers exceed 17,000, and besides Maribrynong and Lithgow, four very large new munitions plants are going up.

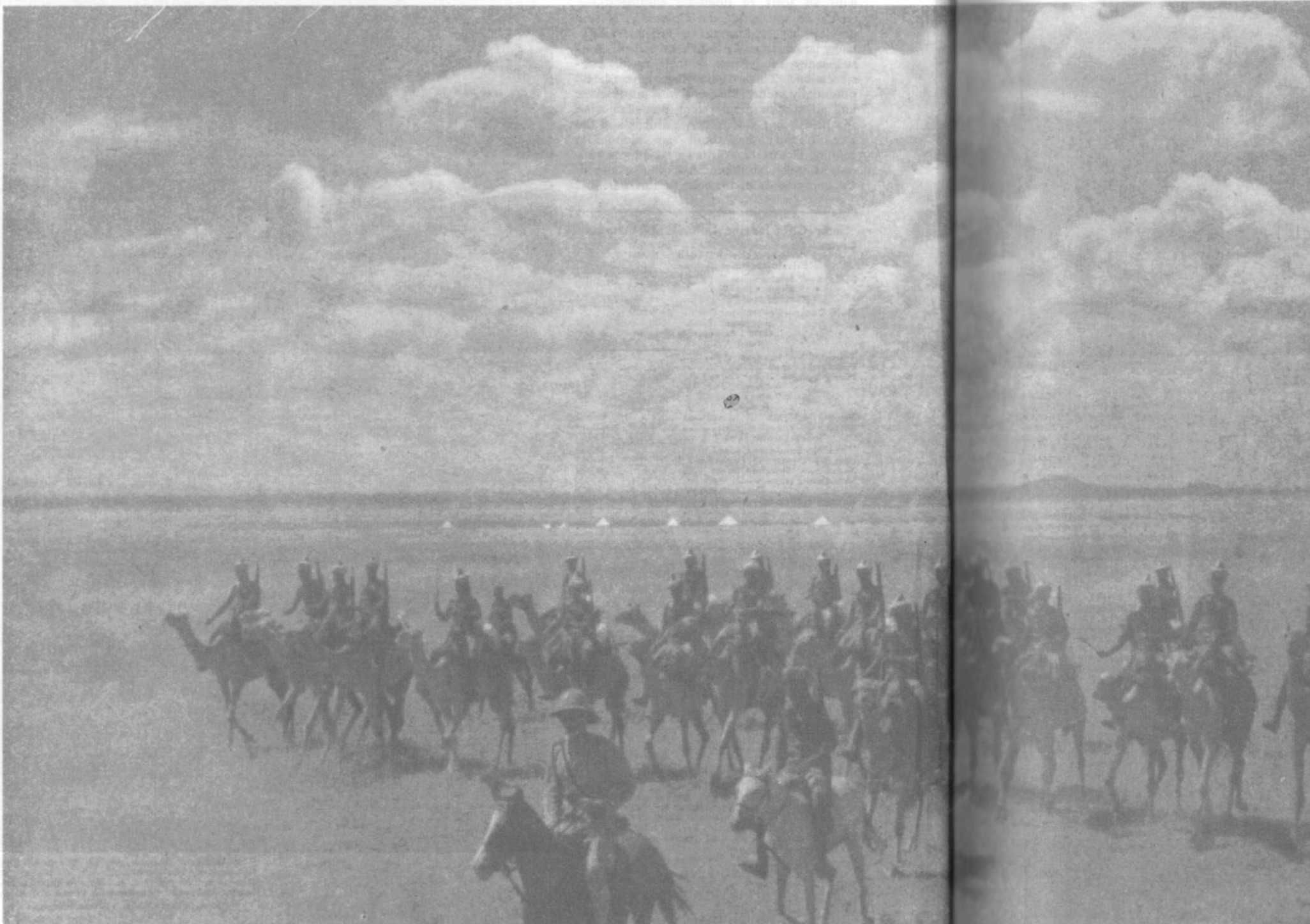
From the granaries of the Empire food is pouring into this country also. Canada has 431,500,000 bushels exportable surplus waiting for ships. Her bacon is coming quickly to supplement the depleted supplies since Denmark fell beneath the Swastika. Australian wool is filling ships' holds after an excellent clip. New Zealand butter, mutton and the like have never reached so high a rate of production. And the navies, armies and air forces of the Dominions are expanding with that speed which typifies the New World.

Australia, out of a population of less than 7,000,000 has 150,000 men serving in these forces. Canada, with 11,000,000 people, when recently authorized units have been filled will have 200,000 men under arms. New Zealand, with 1,500,000 people, has rallied about 75,000 men to the colours. India is creating a new army of 100,000 men in addition to her Navy and Air Force, services which are quite distinct from the British Forces in India. South Africa, out of the 2,000,000 Europeans available for service, has 80,000 under arms.

This artist's impression of bombers and fighters of the Colonial Air Armada (40 bombers, 160 fighters in all) symbolizes the magnificent war contribution of the Colonies.
Photo, British Official: Crown Copyright

India, too, has made generous aircraft contributions. Here Sir Alexander Murray, a well-known Indian business man, is handing over to Captain Balfour, Under Secretary of State for Air, a flight of 'planes presented by the East India Fund. *Photo, P.N.A.*

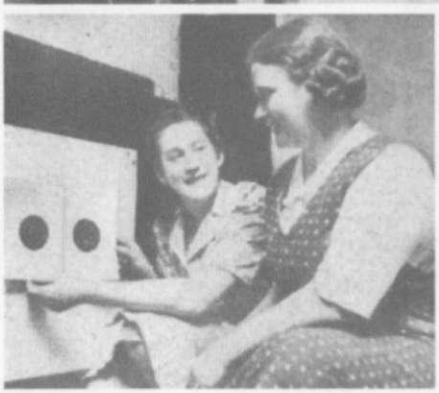
Across the Arid Plains of East Africa Races a Troop of Britain's Fam



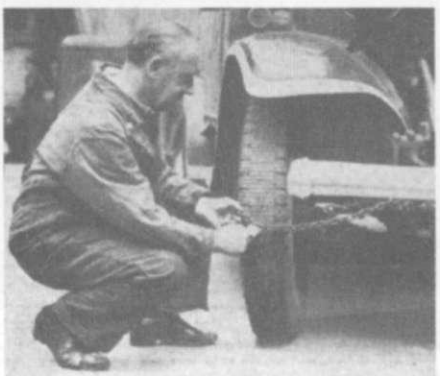
Come Hitler's Men Where'er They May

A month's experience of air raids showed that the danger of flying window glass was serious. Precautions include the fixing of strips of gummed paper, lace fabric and wire netting. In the instance shown above, where a bomb fell only 25 yards away, gummed paper strips saved the windows of one house while its neighbour lost every pane. In other cases paper strips proved inferior to gummed lace at greater distances.

With the immense speed-up of home defence preparations the King became much occupied with inspections of new works and counter-invasion training. Here he watches an incoming patrol of the Scots Guards held up at a post. Note the position of the patrol's rifle.



The women of a Lancashire mill have made their own rifle range, learned to shoot, and now take turns of duty with the night watchman. The oldest and youngest of them are a "grannie" of 51 and a girl of 19, seen here.



"Should the invader come," said the Prime Minister, "there will be no placid lying down of the people." These photographs represent but a few of uncounted aspects of home defence. Left, padlocked chains immobilize an unattended lorry. Above, in the West Country tree trunks with wheels attached are quickly swung across the road.

Photos, Fox, "Daily Mirror," P.N.A., Planet and Topical Press

The Men of Britain Have Their Reception Ready

The Prime Minister was given a rousing welcome by the troops when he visited the Southern Command in the middle of July. Mr. Churchill is seen in circle with Lieut.-General Sir Alan Brooke, who on July 19 was appointed C.-in-C., Home Forces.

Mr. Churchill closely examined the defence works during his tour of inspection, and is seen, left, emerging from a blockhouse. The photo above shows troops jumping out of a lorry to take part in defence exercises watched by the Premier.

British Official Photographs; Crown Copyright

September 1939: the Polish War in Retrospect

To earlier pages of "The War Illustrated" E. Royston Pike has contributed many an article on Poland's struggle against the invader, but none has given him more pleasure in the writing as this further tribute to a little country's magnificent defence, reviewed in the light of that latest and most disastrous of the War's phases, the Battle of France.

FOR seventeen days, from September 1 to September 17, Poland resisted the whole weight, the fullest force, of Germany's military might, and even after that fateful Sunday when Stalin delivered his all-too-effective stab in the back, Polish resistance was continued until early in October (or for 35 days in all) by isolated remnants of the army and by beleaguered towns and cities. Nine months later Hitler turned against France, and in 35 days, reckoning from May 14, when his troops smashed the French Ninth Army at Sedan, to June 17, when the French applied for an armistice, he brought to the ground the country which for centuries had been accounted one of the greatest military powers on the Continent.

When the Germans invaded Poland on September 1, 1939, they were possessed of every military advantage. Poland was taken by surprise, but even if her mobilization had been complete she would still have been heavily outnumbered, for at the most she could have mustered about 4,000,000 men; in fact, only a million were mobilized in time to take part in the September campaign.

Germany had already concentrated along the Polish frontier some 1,300,000 men—between 60 and 70 divisions of infantry, 15 armoured and motorized divisions, and at least 2,000 warplanes, including 1,100 bombers. Against these Poland could range, even on paper, only 22 divisions of infantry, one mechanized brigade and, worse still, only 300 first-line warplanes. In the event, however, six infantry divisions went into action incomplete, and two could not be mobilized at all. Thus the German effectives were three times superior in infantry and twenty times superior in armoured and motorized divisions, and six or seven times stronger in the air.

Moreover, the Germans possessed a great superiority in armament and fire power; for example, one German infantry division = 84 guns, 136 machine-guns, 54 trench mortars, and 54 anti-tank guns; while one Polish infantry division = 48 guns, 60 machine-guns, 18 trench mortars, and 27 anti-tank guns.

Not only were the Poles far weaker in men, guns and 'planes than the enemy, but they were given an impossible problem in strategy. Poland had no Maginot Line, and possesses practically nothing in the shape of natural obstacles. The attack was developed along an open front of about 1,600 miles, unfortified and unfortifiable; and from her territory in East Prussia Germany was able not only to cut off the Poles in the Corridor and Posen, but to deliver a powerful attack from the north flank, while the main attack was directed from the west.

Strikingly revealing and filled with human appeal are the photographs taken by Julien Bryan, the American cameraman, in Warsaw in the days during and immediately following the terrible siege of September, 1939. Above is one of them—one showing Warsaw's citizens constructing with feverish haste shelters which they hoped would shield them and theirs from the death-dealing bombs rained down by an unending succession of Nazi warplanes.

From the first the hopelessness of many of the Polish positions must have been obvious to attacker and defender alike, yet to the eternal glory of the Polish arms let it be remembered, to take just one example, that the little outpost of Hela, attacked though it was from land, sea and air, held out until October 1. Even the end of the campaign did not see the end of resistance, for during the weeks that followed reports trickled through to the outside world of guerilla bands continuing the struggle from fastnesses in the Carpathians and the eastern marshes.

At length the war was over and Poland was a conquered country. But the Germans had had to pay dearly for their victory. True, in his speech to the Reichstag on October 6 Hitler said that the German losses were 10,572 killed, 30,322 wounded and 3,400 missing—a total of 44,294. German documents which fell into Polish hands go to show that the Nazi losses up to September 11 already amounted to 91,000 killed and 146,000 wounded, a total of nearly 240,000, with 413 aeroplanes shot down and 461 tanks destroyed or put out of action. Only the Nazi archivists can say how wide, one way or the other, are these figures of the mark; but the most conservative estimate puts the German losses at 130,000. The Polish losses were on a corresponding scale; probably in proportion to the numbers engaged they were even greater, for against Germany's immensely superior mechanized armament the Poles had nothing to oppose but their bodies. One estimate puts them at 150,000—of whom 35,000 were killed.

In addition to this prodigal outpouring of blood on the battlefields, Poland was sorely wounded in every city, town and village as the warplanes of the enemy killed and destroyed everyone and everything that had the misfortune to be shadowed by their ominous wings. The war in Poland was a total war, and women and children and old men were slaughtered as a matter of policy, in the hope of spreading panic and disruption behind the lines.

For Weeks They Held the Pass

While the battle was in progress, while the Polish divisions were fighting first on the frontier, then on the line of the rivers Narew—Vistula—San, then in the south-east on the Dniester and Stryj, while Warsaw maintained itself as a flaming stronghold of Polish independence—the great armies of France were enabled to mobilize and take up their positions undisturbed in the Maginot Line and Britain was given a breathing-space in which to fill some of the gaps in her defences which ought to have been closed years before.

In vain Poland looked to her Allies for assistance in the mortal struggle in which she was engaged. Whatever the reason for their failure to help, it is a fact that not a French or British 'plane flew to join the hard-pressed Poles, not a French or British warship went to the succour of the Polish sailors and soldiers fighting for their lives and their country's honour at Gdynia. Then and for months afterwards, the Germans had no need to worry overmuch about black-out or A.R.P., for we were careful to let it be known that the 'planes they heard at night were loaded with leaflets and not bombs.

By the middle of that sunburned September there seemed to be good reason to believe that the Polish front would shortly be stabilized; the main German onslaught had been slowed up and in several places there had been smashing counter-attacks, notably General Sosnowski's near Lwow. But at the exactly-timed moment Russia intervened and struck the blow which brought Poland to her knees. Even so, it was not until September 22 that Lwow surrendered to the Russians; Warsaw fought on, a burning shambles, until September 27; and the Hela Peninsula held out for two days more.

Great in battle, Poland did not lose her greatness in defeat. Many a German within her bounds contributed to her downfall by spying and sabotage in the cause of the enemy, but amongst the Poles themselves there were none to glory in the role of Fifth

The Poles Fought Even Better Than We Thought

Hundreds of thousands of Poles were carried away by the Nazis as prisoners of war to serve as serfs on the farms and in the camps and factories of the Reich. Here are some of them at dinner-time. *Photo, E.N.A.*

Columnist, none who sought to anticipate the notoriety of Quisling. In vain did the Nazi Governor-General invite Poles of eminence to form a Cabinet under his direction ; one and all of those approached refused the dubious honour, and Frank's rule was denied even the rottenest rags of legality.

On the morrow of defeat in Poland there were few recriminations and no gibings, no snarling attacks, on the allies of yesterday. The Polish fleet was not employed as a bargaining counter to curry favour with the victor, but such of the ships as survived sailed away through innumerable hazards to honourable service with the Navy of Britain. Poland's politicians and generals were not made of very heroic stuff, perhaps, but Moscicki and Beck preferred to leave their country rather than stay to make terms with the enemy. There were no histrionics in Warsaw about defending every street, every square, every house ; when Lord Mayor Starzynski said, " We shall fight to the last man if we have to go down fighting," he meant what he said, and the men and women of Warsaw meant it, too. They *did* fight, in a spirit of hopeless passion, in a mood of sublime unreasonableness, so that the name of Warsaw will ring down the ages as a symbol of the most desperate valour.

'Poland Always Faithful'

Turning the pages, the blood-stained pages, of Poland's history, one is caught up time and again by some instance, pathetic if it were not so noble, of the faithfulness of Poles to their country, to their religion, to their culture and ideals, to the men they have trusted and loved. Not for nothing is Poland's motto *Polonia semper fidelis.*

Through the horrors of the Russian campaign Napoleon's Polish legion followed him with unswerving fidelity — followed him (though they did not travel so fast) in the retreat from Moscow that marked the wane of his star, to the field of Waterloo, where in the grave of his hopes many of his gallant Polish lancers, too, found their grave.

Nearly a year has passed since the campaign ended, but the Nazis, despite all their terrorism, have to walk warily in conquered Poland, with their pistols at the ready. Hate glares at them from every doorway, spits at them in the dark ; and the very gibbets and execution yards echo with the shouts of defiance, the bold calls of liberty. A brigade of Polish Carpathian Chasseurs fought heroically side by side with the British and French in Norway, while Polish legions in France, after helping to garrison the Maginot Line, fought when the French themselves had given up the fight ; one division managed to carry out its orders to break through the German ring and reach this country, where today it forms part of the garrison of the British fortress.

" Our place today," said General Sikorski in a broadcast to the Polish nation on June 24, just after the French capitulation, " is in the line of battle. We are fulfilling our alliance with Great Britain. The Polish nation will persevere in the struggle against Germany to the end."

Here is another of the striking photographs taken by Julien Bryan in the siege of Warsaw. In the open, surrounded by such of their household goods as they have been able to salvage from the ruins of their burnt or blasted homes, a little group of unhappy folk are striving to maintain as far as may be the decencies of human existence.

Spain is Not at All Eager to Go to War Again

In the last war Spain was a neutral ; in this she is a non-belligerent. But her position is by no means certain, for, as is made clear below, while the great mass of the people are sick of war, a constant pull is exercised by the Axis Powers.

SPAIN is not at war—in her attitude of "non-belligerency" she has copied Mussolini's Italy, in this as in so many other things—but little more than a year has passed since she was in the throes of a struggle even more deadly, more ferocious, than that which during the last nine months has devastated the smiling plains of Poland and of France. Between July 18, 1936, when General Franco raised the standard of revolt in Spanish Morocco, until March 28, 1939, when Madrid surrendered to his triumphant columns, nearly half a million Spaniards were killed on the battlefields of the Spanish Civil War. Hundreds of thousands more were wounded ; and yet a further vast unaccountable host of civilians, men, women and children, old and young, people of every class, every party, every sect, met a bloody end.

"The wounds of civil war are deeply felt," wrote Lucan, born in the Spain of 1,900 years ago, but the mighty duel of Pompey and Julius Caesar which he described, terrible and deadly as it was, did not leave such a train of slaughter, such a legacy of hate, as that which is Spain's most recent memory. Eighteen months have passed since the noise of battle died away, but still (so it is said) there are a million prisoners in Franco's gaols, and every week numbers of unhappy men are taken from their cells to face the firing squads. In every town and village, in every street, there are men whose maimed and mutilated bodies are the mute witnesses of the fierce fights in which they have been engaged. On every hand there are soldiers and armed policemen, for the peace which reigns in Spain today is the peace of the conqueror. On every hand, too, there are crowds of sad-looking folk, for there is not a home in Spain which does not mourn a father or a brother, a husband or a son, who rests for ever beneath the shattered walls of Bilbao or Toledo, on the stricken fields of Brunete and Teruel, or in the blackened ruins of Guernica and Madrid. Everywhere, too, there are signs of poverty and distress in which all classes are involved. There are queues outside the "Auxilio Social"—soup kitchens perhaps we should call them ; there are shops filled with goods, but the prices are high, and beyond the reach of most ; rationing is widespread—even cigarettes are rationed to the extent of three packets a week—and in every seven there are three meatless days.

Impoverished, laid waste, the flower of her young manhood slain or maimed—small wonder that Spain shivers with apprehension at even the thought of becoming involved in the war. With most of the Spanish Press pro-German, with 60,000 Germans still in the country—one of the legacies of the Civil War period when Hitler helped Mussolini in "non-intervention"—the propagandists of the Axis Powers make a great show of activity. They do their best to stir up anti-British feeling, and in particular endeavour to stimulate a demand for the return of Gibraltar. It seemed the other day that they had succeeded to some extent when on July 17 General Franco, in a speech to Army, Navy and Air Force officers in Madrid, declared that it was Spain's duty and mission to obtain a mandate over Gibraltar. "We have 2,000,000 soldiers," he said, "prepared to stand up for Spain's rights," and there have been demonstrations in Madrid by University students and other irresponsibles demanding not only Gibraltar and the cession of Oran, but the return to Spanish ownership of the rich mines of Rio Tinto and Peñarroya.

Dictator, or "Caudillo," of the new Spain, General Franco addresses a gathering of the Youth Organization in Madrid. He himself is the youngest of the dictators, having been born in 1892.

Photo, International Graphic Press.

Spain's strategic importance can readily be seen in this general map which includes Spanish Morocco. Exhausted by her Civil War, Spain, in her role as non-belligerent in the present conflict, is beset with difficulties since both Hitler and Mussolini cast greedy eyes upon the mineral wealth of the country.

'Non-Belligerency' is Franco's Choice—As Yet

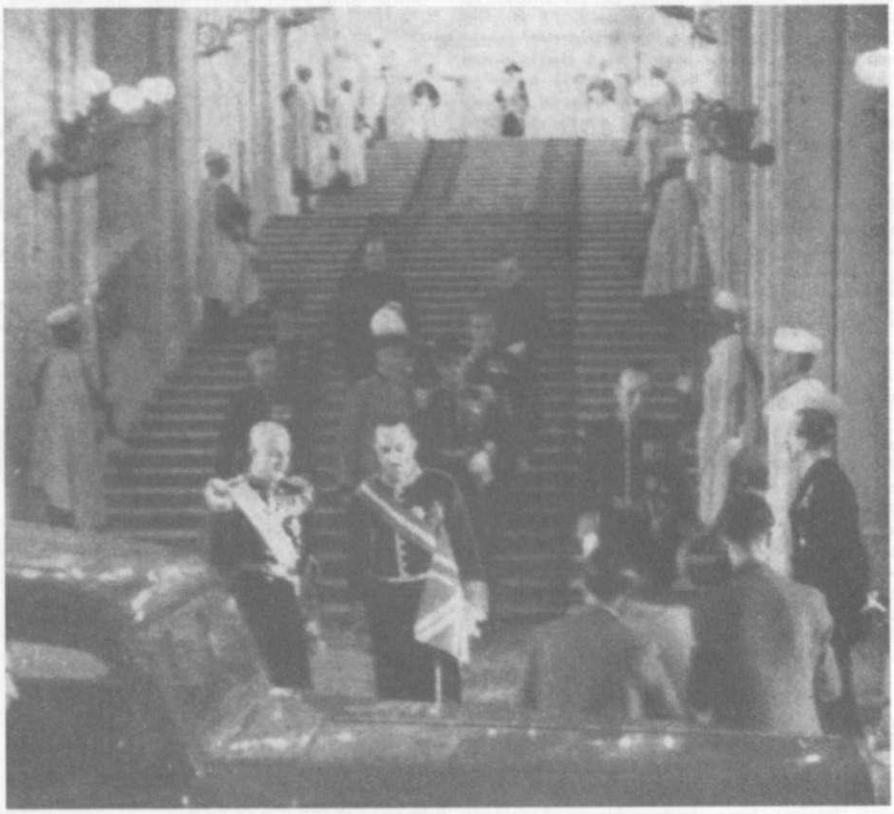
After France's capitulation, a steady stream of refugees passed into Spain. They came on foot and in cars, with as many of their belongings as it was possible to take from their homes. Rows of French cars are here seen lined up at the Franco-Spanish frontier.

That Germany is fully aware of the immense economic importance of Spain is evidenced by the care with which the Nazis have cut a corridor across France and along the western seaboard to the frontier in the Pyrenees. From Irun through Bordeaux to Tours and Paris runs a vital railway which is now a highway from Spain to Germany, along which will be transported vast quantities of iron ore from the Bilbao mines only 80 miles from Irun, and from the rich deposits of Oviedo and Santander; copper ore from Sevilla, Cordoba and Huelva; zinc from Santander, Murcia, and Vizcaya and other places in Northern Spain. Thus it will be seen that there was more than a mere martial flourish in the parade of German mechanized forces on the frontier facing the Spanish guards.

Spanish Aid for Germany

With such vast and rich economic resources waiting to be tapped, Hitler may perhaps agree to Franco's Spain remaining non-belligerent, just as for months he acquiesced in a similar attitude on the part of Mussolini's Italy. Indeed, it may well be to his great advantage to do so, for Spain may take the place of Italy as his back-door through which will be poured vast quantities of goods of one kind and another which will help to keep Germany's war machine, not to mention her home front, in healthy functioning. Already there are reports from New York of shipments of oil and oil products to Spain greatly in excess of last year's exports, which suggests that Germany and Italy may both be getting vital oil supplies through the blockade by this route. There is also a story that British military equipment left behind in France by the B.E.F. is being sent to Spain by the Germans with the intention that the Spaniards shall sell it back to Britain for American dollars, with which Spain may buy oil from South America, which in turn will be sent to Germany in payment for the British military equipment!

But even if at a later date the situation should change and it would suit Hitler that Spain should enter the war as a partner of the Axis Powers, it is not at all certain that Franco would answer the Fuehrer's whistle. Spain has a long seaboard, and her outlying islands — Minorca, Majorca, the Canaries, and the rest—would be an easy prey to the British fleet. Moreover, Spain shares the Iberian Peninsula with Portugal, which for 500 years has been Britain's ally. To Portugal in 1808 went the British Expeditionary Force, which after years of fighting brought the vast edifice of Napoleonic power crashing to the ground. Franco, we may be sure, has read his history. Yet another factor making for peace is the influence of the Vatican, still great in a Spain which, nominally at least, is predominantly Catholic.



Sir Samuel Hoare, Ambassador Extraordinary in Spain, is here seen leaving the Royal Palace at Madrid where he presented his credentials to General Franco on June 8.

On June 14, Spanish forces marched into Tangier, the international zone of Morocco. The first to enter the town were Spanish marines, seen here, landed from the minelayer, "Vulcane."

OUR SEARCHLIGHT ON THE WAR NEWS

Among the many items of war interest which cannot, for obvious reasons, be given in full in our pages, we select week by week a number which are recorded in brief. This is the fourth of the series.

'Britain An Impregnable Fortress'

So said General Smuts on July 21, broadcasting to Britain and the United States. "Nothing that has happened so far in the war justifies the inference that the fate of Britain will follow that of the other countries that have been overrun. The correct inference is just the opposite. How different, indeed, how unique, the case of Britain is, is forcibly illustrated by the most astounding incident of the whole war. I refer to the escape of the British Expeditionary Force at Dunkirk. If ever a force was trapped and doomed, it was the B.E.F. at Dunkirk. The German Government announced that it was trapped, and their High Command concentrated the bulk of their vast bombing force in an effort to achieve this crowning victory. . . If the German Army and Air Force together could not succeed in their attack at a single point like Dunkirk, how can they fairly hope to succeed in an attack on such a huge area as Britain, where, moreover, every physical and moral factor would be vastly in favour of the defence? . . . If Dunkirk has any message for us it is the heartening one that Britain will prove an impregnable fortress against which Germany's might will be launched in vain. If that attack fails, Hitler is lost and all Europe, aye, the whole world, is saved."

Town of Missing Men

The "very gallant band of brothers" depicted in Vol. 2, page 657, were partly recruited from Kendal in Westmorland. Into a "Pals" company of the 4th battalion of the Border Regiment went 90 men from this little town, and most of them have been officially reported as missing, after being cut off in a wood near the Somme. One family or more in every street has received this notification concerning a young husband or son, but the courageous women keep on hoping, for more than once the intimation has been followed by another, announcing that the missing man is now a prisoner of war. So Kendal's lost men may still return.

Shot Down Three Before Sinking

H.M. destroyer "Brazen," commanded by Lieut.-Commander Sir Michael Culme-Seymour, has been lost by enemy action. She sank while being towed into port, having been badly damaged in an encounter with enemy aircraft. But the Nazi bombers did not have it all their own way, for the destroyer shot down three during the engagement. One crashed alongside, the second was given a direct hit in the nose with a 3-in. shell, while the third received a direct hit abaft the port engine. There was no loss of life on the destroyer.

Falmouth To Cardiff via Belfast

Steps were taken by the Royal Navy early in July to guard against any attempted German invasion of Ireland or the west coast of England from Scandinavian ports by the laying of a minefield, 1,000 miles in length, between the Orkneys and Iceland, and Iceland and Greenland.

The Admiralty has now announced that mines are also barring the way into the Irish Sea from the south, so that ships wishing to reach the Bristol Channel will have to pass round the north of Ireland. The minefield extends to about 50 miles at its widest point. This latest exploit of H.M. minelayers renders still more hazardous any scheme of Nazi invasion by sea.

Seeing Nineveh from a Dining Car

The Baghdad Railway is completed. Deprived, owing to the war, of the ceremonies befitting the end of so vast and romantic an undertaking, the first passenger train to leave Baghdad for Istanbul started quietly on its journey in the evening of July 17.

First planned by Germany 50 years ago to link Europe with the East, the great Berlin-Byzantium-Baghdad-Basra scheme had a chequered history. By 1914 the Germans had completed the section between Baghdad and Samarra. British engineers then extended the line as far as Baiji. The final section from Baiji to Telkuchuk, a matter of 200 miles, took four years to build and cost 3¼ million pounds.

In normal times the traveller from London will take seven days to reach Baghdad, changing twice only—at the English Channel and at the Bosporus. Approaching Mosul in his luxurious compartment, he will be able to glance at the little Arab town built on the site of the great Assyrian city of Nineveh. Should he extend his journey to Basra—changing at Baghdad because the railway gauge is different—he can descry across the desolate plain the sandy mounds and the still impressive Ziggurat which are all that is left of Ur of the Chaldees, the city built about 2400 B.C., the city of Abraham.

The minefield laid towards the end of July in the southern approaches to the Bristol Channel and the Irish Sea extends from the north-west Cornish coast, between Hartland Point and Trevose Head, to the limit of the Eire territorial waters, as shown.

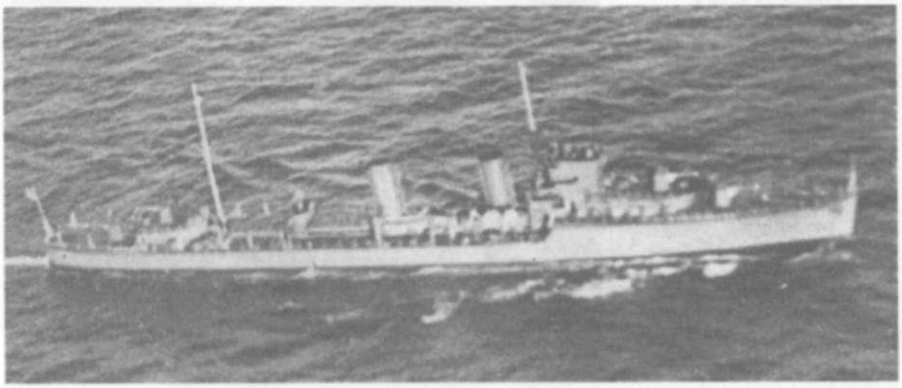
By courtesy of the "News Chronicle"

Hitler's Latest 'Peace' Appeal

On July 19 Hitler delivered himself of another of the fantastic "peace" harangues to which the world has become accustomed. Three days later Mr. Mackenzie King, in the Canadian House of Commons, voiced the feelings both of Britain and her Dominions in a few caustic comments.

The speech, he said, abounded in those historical falsehoods which had characterized all Hitler's utterances since the outbreak of war; his words had been a succession of promises made and broken, and his works had been cruelty, rapine, bloodshed, and violence. "Hitler's claim that the speech is an appeal to reason deceives nobody. It is almost entirely a threat of dire calamity to millions of innocent beings, and exhibits an even greater reliance on violence than previous utterances. Such a speech calls for no reply. It answers itself, and the only appropriate comment is that, so far as the future of the war is concerned, deception has run its course."

Even more disdainful was the comment of the American announcer at a radio network of 31 Pacific Coast stations before he faded out the Fuehrer's speech: "We feel sure our American listeners will concur with our opinion that Mr. Hitler should not be permitted to use our American facilities to justify his crimes against civilization itself."



On July 22 the Admiralty announced the loss of H.M.S. "Brazen." The destroyer received damage during an attack by enemy aircraft and subsequently sank while being towed into port. During the engagement she shot down three German 'planes. Built in 1928, the "Brazen" had a displacement of 1,360 tons, with a speed of 35 knots and a complement of 138.

Photo, Planet News

We Drifted for Six Days on a Raft

Thirteen seamen who, after their ship had been sunk by a U-boat, withstood six days of privation on a raft have added another page of dogged courage and endurance to Britain's sea history. The story of their ordeal, as narrated below, was told by a survivor when he landed in England.

AFTER their ship was torpedoed on the morning of a Friday she sank, and the survivors were left in one lifeboat and on a raft. The position was a very long way from land, but the U-boat did not come to the surface or make any attempt to save life. Describing their subsequent experiences, one of the survivors said :

The raft was taken in tow by the lifeboat and we paddled throughout Friday and that night. During Saturday forenoon the weather deteriorated, and finally the tow parted. Before anything could be done to pass a new tow, the raft and the lifeboat had been driven far apart, and soon lost sight of one another. There was nothing we on the raft could do in the squally weather except put out a sea anchor. This was done, and, from a very small compass which one man had in the top of his fountain pen, we were able to glean some idea of the direction in which we were drifting.

On the raft were three rifles and some ammunition. During the night of Saturday we fired the tracer ammunition into the air in the hope of attracting attention. It was unavailing. On Sunday morning a liner was sighted, but those on board failed to see the raft in the rough sea and she went on her way. We were out of luck. By that time we had started to ration our water supply, allowing one milk tin full per day to each of the thirteen men on the raft, half the ration being issued about ten a.m. and the other half about ten p.m.

Late on Sunday evening heavy swell was encountered, and the raft capsized, throwing us into the water. Two of the three rifles were lost, as was some of the scanty store of food, but fortunately all the men succeeded in regaining the raft, and the water store was not lost.

On two occasions on Monday ships were sighted, but again we failed to attract attention. We had no means of making or lighting flares, and nothing which could be used as a mast on which clothing could be hoisted as a distress signal. From Monday to Thursday nothing at all was sighted. Nevertheless, all the men remained in good spirits.

Early on the morning of Thursday a German U-boat appeared. It approached the raft to within twenty yards. We saw that on the bridge of the U-boat there was a machine-gun which was kept trained on us. We therefore ostentatiously threw overboard the one remaining rifle. The U-boat circled slowly close round the raft. Then the U-boat commander waved and went away.

The thirteen of us had been clinging to the raft for nearly six days, and were suffering from privations, exposure, and salt-water sores. Yet we were relieved at not being taken prisoner, and celebrated by having a double ration of water.

Later that day British destroyers appeared and rescued us from the raft.

Here are seen the survivors of the torpedoed ship being rescued by a British destroyer, after they had spent six days on a raft in stormy seas. Suffering acutely from privation, they narrowly escaped being made prisoners by a U-boat which circled close to their raft. Later the same day British destroyers appeared and rescued the exhausted men.

Photo, "Daily Mirror"—Exclusive to THE WAR ILLUSTRATED

I WAS THERE!

The Germans Even Gave Us Cigarettes

Among the members of the B.E.F. who succeeded in escaping to England after being captured by the Germans was an army officer of the 51st Division (see page 86). He was accompanied on his journey through France and across the Channel by a naval captain, in whose words the following account of their adventures is given.

TELLING the story of his adventures, the naval officer said he was captured at Havre, where he had gone, under heavy machine-gun fire from the cliffs, to the end of the pier in order to destroy his papers. He went on :

I took shelter behind a heap of stones, into which the Germans fired continuously and kept calling on me to surrender.

Ultimately, as they kept reducing the size of the heap of stones, there was little cover, so I had to surrender to a German general. I found myself on the top of the cliff with other prisoners, some of whom were severely wounded. There were no doctors.

The next day we were marched to a transit camp. The Germans, confronted with a number of prisoners, had very little food and all we had that day was a little rye bread. We were told that anyone attempting to escape would be shot.

The next day we were taken farther east by bus to the next camp, and it then became clear to me that if I was to escape it would have to be from here. I met an Army officer who was also determined to escape and together we made a careful examination of the sentry posts and position of the machine-guns, and decided to make an escape the next day.

Towards evening we took advantage of all the sentries' attention being directed to some movement in another part of the camp. We climbed through the barbed wire and hid ourselves in a bed of nettles, waiting there for four hours until dark.

We had agreed that we would pose as refugees, he Belgian, as he spoke French fluently, and I Flemish. As a disguise I had secured a pair of French sailors' " bags," which I wore over my uniform trousers, and to hide my uniform coat I put on top of it a blue golfing jacket that I had been wearing underneath for warmth. Later I picked up a peasant's cap and a voluminous overcoat.

We tramped back towards the coast by night, walking across the fields and through woods, avoiding roads and villages as much as possible, though once we crossed a main road along which German motorized units were passing. Sometimes at a house we got a drop of milk and a crust. Once we had the luxury of a bowl of soup. But that was the nearest we got to a meal for the five days it took us to find a port in which we could pick up a boat.

The picking-up, I am afraid, had to be quite unauthorized. It would have been fatal for any fisherman to help us. The Germans were absolutely ruthless and shot anyone suspected of helping men to escape from France. We saw what looked like a hopeful craft at anchor half a mile out from the shore at one small port, and as there were dinghies drawn up on the beach we saw a hope of getting off to it after dark.

We were on the pier in our refugees' disguise when two German soldiers started to chat to us and ask what there was to do or to see in the place. We spun our refugee yarn to them, chatted for a bit, and then at the end one of them offered us each a cigarette. It was the only smoke I had for eleven days.

At ten o'clock that night it was dark and raining hard, and we put off in a dinghy. When we got to the boat we found that the mast was housed and we had no idea how to get it up, and the engine refused to start. It was an awful moment, for the boat was pitching about badly at her anchor and we were both so weak that we were seasick.

After a considerable struggle we brought the engine to life, and it lasted just long enough to get us through the sandbanks into the open water. Then it died, and in the dark we made some sort of a job of stepping the mast and getting the mainsail and foresail up. By dawn we were some distance off the shore, and we hoped we were not visible.

We sailed all that day, tacking to and fro, except for one ghastly period of three hours when we had a flat calm. The engine had come to life once or twice during the day, but just then, when we wanted it, it died again. A carrier pigeon dropped on board and we fixed a message to it, but the poor thing was even more exhausted than we were. When we launched the bird it flew dazed into the sea and was drowned.

With dusk the wind rose again, and during the night we made good progress. In the morning, ten days after I had landed in France, I caught sight of the English coast.

We were in too weak a state by this time to alter our course, so we sailed straight on until we came to harbour, where the local coast watchers, policemen and fishermen gave us food and made us comfortable.—(*Press Association.*)

Jerry Machine-Gunned Our Little Boat

While engaged in whelk-fishing a few miles from their home port, three fishermen—Cyril Grimes, Roland Grimes and Joseph Barnes—were machine-gunned by a German 'plane which swooped upon their small craft. The story of their escape is told exclusively to " The War Illustrated " by the skipper, Mr. Cyril Grimes.

THE crew of the 25-foot whelker were among those who responded to the appeal for boats for the evacuation of Dunkirk. They had returned, quiet heroes of that historic adventure, to their occupation of whelk-fishing when the German 'plane swooped upon them. Describing its murderous attack, Mr. Cyril Grimes, the skipper of the boat, said :

We were about ten miles out, and we were gathering in the whelks when we were machine-gunned. Earlier in the day we had seen the 'plane going westward at a great height, and at the time I said that it was a rum-looking 'plane. Then it came back. I think it may have been bombing somewhere, and as it was heading for home the Germans saw us. It was in a direct line for us, and it seemed that we were in its path.

I looked up and saw the iron crosses painted underneath the 'plane, which was at a height of four to six hundred feet. I was going to say that there was a Jerry coming towards us, but there was not time. The Jerry was travelling at about 200 miles per hour, and he began machine-gunning us. He flew directly over the boat, and we at once turned our engine off and threw ourselves to the bottom of the boat. The bullets flew all round the boat, but none of us was hit, nor was the boat. Some of the bullets were only a few inches away from me, and if anyone had been leaning over the starboard side he must have been hit.

The machine-gunning went on for a short time ; it must have been for a few seconds, but it seemed like hours. The 'plane then flew away to the east at a great speed. I raised myself in the boat and looked over the side, and as I saw that the 'plane was banking I thought that it was coming back for us, but it turned and went off.

I have never had anything like that happen to me before, and I don't want it to happen again—it was too close to be comfortable. There was another boat about a mile away, the crew of which thought that it was one of our own 'planes practising ! We were gathering in our whelks at the time we were attacked, and the Jerry must have been able to see what we were doing. It just shows you that the Germans will do anything.

Undaunted after being machine-gunned the previous day by a Nazi 'plane, the crew of this East Anglian whelker are seen preparing to cast off for another fishing. They saved themselves during the German attack by lying flat in their boat.

Photo, Claud Fisher

They Have Won Honour in Freedom's Cause

Lt. B. M. H. Shand, M.C., 12th Lancers. He covered the withdrawal of a column in face of fire from four tanks.

Lt.-Col. H. Lumsden, D.S.O., 12th Lancers. In the retreat he was responsible for the fine work of the regiment.

2nd Lt. J. W. P. Rhodes, M.C., Gordons. On three occasions he led fighting patrols among the enemy.

2nd Lt. E. C. Mann, D.S.O., 12th Lancers. At the Yser Canal his leadership held up superior forces for seven hours.

2nd Lt. E. P. G. Miller Mundy, M.C., 12th Lancers. For skilful handling of his cars often under heavy fire.

Flt. Sgt. G. A. Powell, D.F.M. Despite his wounds after air attack at Stavanger, he flew home 370 miles.

Sgt. H. Cartwright, D.F.M., proved a most efficient fighter against enemy aircraft, having himself shot down four.

A/Sq. Ldr. J. R. Kayll, D.S.O., D.F.C. For inspiring leadership of his squadron which destroyed 32 enemy 'planes.

Actg. Flt. Lieut. J. A. Leathart, D.S.O. Led his squadron in a number of offensive patrols against odds.

Pilot Officer D. H. Grice, D.F.C. Displayed great courage in attacking enemy aircraft and destroyed six.

Cdr. J. H. Allison, D.S.O. Took a gallant part in bringing off the British Expeditionary Force from Dunkirk.

Dr. A. G. Rewcastle. The first woman doctor to be given the rank of Surgeon Lieutenant, R.N.V.R.

Skipper J. Mugridge, D.S.C. For minesweeping services, most dangerous but least dramatic of war work afloat.

Cpl. Joan Pearson, Medal, O.B.E. For protecting injured pilot from bomb splinters with her body.

Lt. Cdr. R. E. Courage, D.S.O. Took part in the first battle of Narvik and greatly distinguished himself.

Pilot Officer A. C. Deere, D.F.C. Displayed great courage in many combats against superior numbers.

Sgt. G. A. Craig, D.F.M. Pressed home attacks over Oslo aerodrome, despite heavy opposition.

Flt. Lieut. R. H. A. Lee, D.S.O. Given in addition to his D.F.C. for his "intense desire to engage the enemy."

Flying Officer K. H. Blair, D.F.C. On one occasion, after being badly shaken by bomb, he took part in a patrol.

Squad. Ldr. L. E. Jarman, D.F.C. Decorated for gallantry in aerial combat. He is one of many New Zealand pilots.

Squad. Ldr. P. J. H. Halahan, D.F.C. For leadership of his squadron which brought down 70 enemy 'planes.

Ldg. Aircraftsman, J. K. S. Fisher, D.F.M. Wireless operator in a bomber, wounded, but continued his duties.

Flt. Lieut. J. S. Soden, D.S.O. For shooting down five enemy 'planes. Once outnumbered 50 to 1.

Actg. Flt. Lt. S. F. Coutts-Wood, D.F.C. He was decorated for gallantry in attacks on objectives on the Continent.

Flying Officer P. R. Walker, D.F.C. In two engagements at heavy odds, he accounted for ten enemy aircraft.

Raids Cannot Shake Our 'Indomitable Resolution'

Damage to military objectives was negligible, and the attacks on convoys were ineffective. For every 6½ civilian casualties Hitler lost one aircraft ; for every two casualties he lost one airman. The R.A.F. and the A.A. forces shot down 5·8 enemy aircraft for every British fighter lost.

In a month's Nazi raids on Britain, beginning on June 18, 336 civilians were killed and 476 seriously injured. This information was given in the first of the Air Ministry's monthly reports on air raid casualties, which added that the largest number killed in any locality on any occasion was 32. In order to withhold valuable information from the enemy about the precise result of any particular raids, Mr. Churchill told Parliament on July 18 that all casualties would be notified locally, but in future reproduction of this figure in the Press, either individually or in aggregate, would be forbidden. A monthly statement would be given in Parliament and in the Press.

In approximately one month's raids on Britain the Germans have lost about 140 aircraft, of which fifty were fighters. With them have been killed or captured nearly 430 airmen—offsetting the 400 airmen prisoners returned to Germany by the Pétain government. Only 24 British fighter aircraft were lost over the period mentioned, with the pilots and crews—20 men in all. To the figures for German losses must be added another hundred aircraft so badly damaged as to be unlikely to get back. On July 21 the Germans began to employ their twin-engined two-seater Messerschmitt 110 fighters for bombing our convoys. Three of our Hurricanes on patrol off the South Coast encountered sixteen of the converted Messerschmitts flying line-astern to bomb a convoy. Upon attack by our machines the enemy formation turned away, but not before one of them had been sent down into the sea and another set on fire.

Many observers have borne testimony to the fine spirit and high morale of residents in the coastal zones which have been the object of Nazi raids. Material damage has been slight, and as regards military objectives also these raids have been a failure. Taking the month's totals of casualties, it is seen that the number killed is less than that of victims of fatal road accidents over a similar period. British civilians can be relied on to present a brave front to any of Hitler's frightfulness, however much it may be intensified in the future.

Looking at the other side of the aerial war, there is an increasing sign that the R.A.F. raids are having a big effect morally as well as materially. On July 16 adverse weather conditions prevented our airmen paying their usual visits on the other side of the enemy line, and so, for the first time in thirty successive nights, our bombers did not operate.

More news was released about the fine exploit of bombing the Dortmund-Ems Canal. It seems that our pilots had so damaged German trains and railways that the enemy turned to his canal system more and more for the transport of iron ore and other essentials to the Ruhr factories. Barges big enough to take two train-loads of munitions were brought into use, and the Dortmund-Ems Canal was a vital waterway for the purpose in question. At a double aqueduct this canal is carried over the River Ems, and the R.A.F. determined to strike here. Models of the aqueduct were constructed and picked R.A.F. crews were given special instructions on the methods to be used. Results are seen in the photographs in page 91. Afterwards one captain said: "If we had not seen the models and the photographs beforehand we could easily have made a mistake, for there were several places which more or less resembled our target."

Debits and Credits in One Month's Raids
June 18—July 18, 1940

Nazi aircraft destroyed ... ... 140 (90 bombers ; 50 fighters)	British civilian casualties ... ... 902 (336 killed ; 476 seriously injured)

Germany lost 1 aircraft for every 6½ persons killed or injured
" " 1 airman " 2 " "
" " 5·8 aircraft " 1 fighter machine lost by Britain

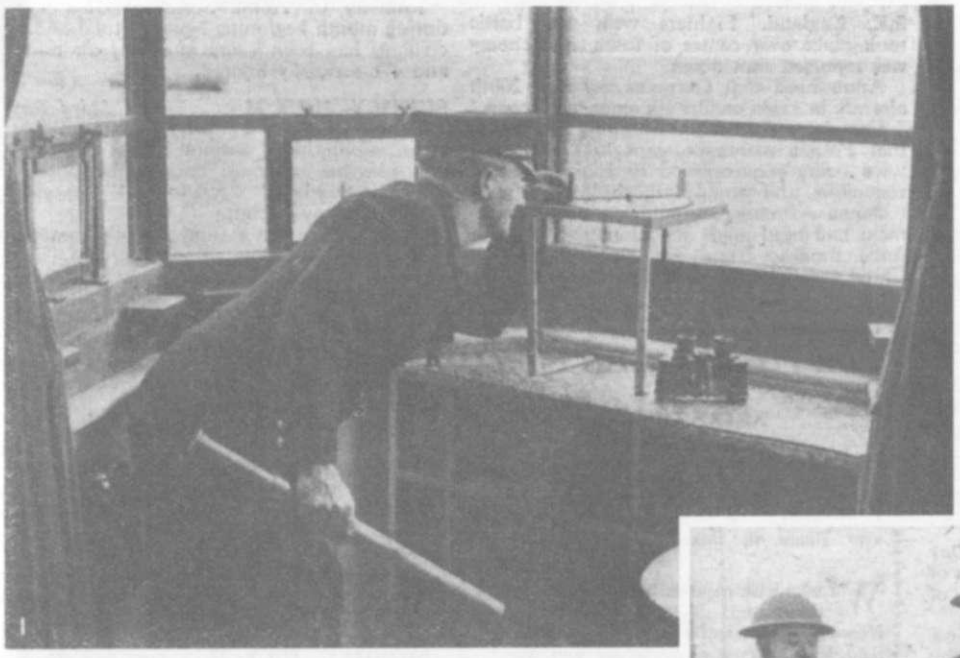
Miraculous escapes by German airmen, when their machines were shot down by British fighters over the Channel on July 19, are seen in these vivid photographs. Those on the left show a pilot descending by parachute above the clouds, and then nearing one of the ships he had been trying to attack. Above, two survivors are waiting in their rubber boat for help. *Photos, British Official: Crown Copyright; and "Daily Mirror."* *Exclusive to* THE WAR ILLUSTRATED

Pages could be filled with accounts of the nightly bombing raids on enemy objectives—accounts in which the same strategic points figure again and again. No respite is allowed. Hitler, in his speech to the Reichstag on July 19, repeated the lie that our airmen aim at the civil population ; no one who scans the British Air Ministry reports of the daily and nightly raids on Germany can have the slightest doubt that our men are concerned with military objectives only, and that they get on to their mark.

Dutch reports testify to the accuracy of our work and to the havoc caused. It is said that many trains for Germany laden with Dutch farm produce and vegetables have had to return to Holland because railway tracks had been wrecked by our airmen. Road traffic also had been similarly disorganized. Many similar reports come from other quarters. According to a German engineer from Hamburg the damage done to locks and factories was terrific, and the population was in a state of nervous tension. Whenever an aeroplane engine was heard, everyone made for the shelters and stayed there for hours. A German woman said that the air raids in Western Germany had made life there unendurable.

Up to the present Hitler's raids on Britain have failed. Though, in the words of Lord Halifax on July 23, "he is preparing to direct the whole of German might against this country," he cannot succeed. For "in every part of Britain, in great towns and remote villages alike, there is only one spirit, a spirit of indomitable resolution."

They Hold Our First Line of Shore Defence



The veteran sailors who are Britain's first line of shore defence are seen in these photographs at their vigil. (1) A coastguard is taking the compass bearing of a ship close in shore. (2) A passing ship has just been sighted from a coastguard station. (3) The flashlamp signalling apparatus used by the coastguard at night is being got into position.

SINCE the outbreak of war the Coastguard Service has had new and onerous duties thrown upon it. In peacetime it was concerned chiefly in keeping a watch for ships in distress, in warning them against danger, in helping in the saving of life, and in watching for any attempts to land smuggled goods from small motor boats—a traffic which then was causing considerable trouble. Now, besides their ordinary duties, the coastguards must watch for enemy 'planes, surface ships and submarines approaching the coast.

The Service is manned by naval pensioners and men with a knowledge of local conditions. It grew out of the Preventive Service and was controlled by the Admiralty from 1858 to 1923, when it was transferred to the Board of Trade; when the Ministry of Shipping was set up in October 1939 it took over the Coastguard Service. On May 28, 1940, the control of the force was again assumed by the Admiralty.

For coastguard purposes the United Kingdom is divided into twelve divisions, each in the charge of a Captain or Commander of the Royal Navy.

One of the chief life-saving duties of the Coastguard Service is rescue work by the rocket apparatus. (4) Here men of the Coastguard are examining the breeches buoy. (5) Coastguards flag-signalling to a ship close in shore. *Photos, L.N.A.*

OUR DIARY OF THE WAR

WEDNESDAY, JULY 17 *319th Day*

At Sea—Admiralty reported sinking of ocean-going U-boat in Atlantic after being twice bombed by Australian flying-boat.

H.M. merchant cruiser "Vandyck" reported sunk by air attack on June 10.

In the Air—Air Ministry disclosed that as result of recent planned action of R.A.F., double aqueduct of Dortmund-Ems canal had been put out of action.

R.A.F. made further attacks on barge concentrations in Holland and Belgium.

Coastal Command aircraft shot down enemy bomber in Channel.

During night British bombers attacked aerodromes at Merville and Hertogenbosch. Oil depots in the Ruhr and Ghent set on fire.

War Against Italy—Further raids on Tobruk harbour during night of July 16-17. Other objectives attacked at El Gubbi, Libya, and at Assab and Agordat, Eritrea.

Home Front—Single raider dropped 11 bombs in South-East England. Woman and child killed and others injured.

THURSDAY, JULY 18 *320th Day*

On the Sea—Admiralty announced loss of H.M. destroyer "Imogen" as result of collision in dense fog.

H.M. trawler "Rinovia" attacked off South Coast by enemy aircraft, one of which she shot down.

In the Air—R.A.F. bombers made daylight raids on barge concentrations near Rotterdam, on Boulogne harbour, warehouses at Le Havre and aerodrome at St. Omer.

During night Coastal Command aircraft bombed naval base at Emden, harbours of Harlingen and Willemsoord, and supply depot at Ghent.

R.A.F. made night raids on aircraft factories, and oil depots at Bremen, Krupp's works at Essen, supply trains, and other military objectives in Germany.

War Against Italy—R.A.F. bombers made successful raids on Italian bases in Libya, Eritrea and Abyssinia, including Tobruk, Neghelli and Agordat.

Italians raided Mersa Matruh. Enemy bomber crashed and caught fire.

Home Front—Enemy bomber shot down off South Coast. Single raider dropped high explosive bombs on town in S.E. Scotland during night; large tenement badly damaged and some fatal casualties.

Raider over N.E. Scotland chased out to sea after 30-minute fight.

Another Nazi 'plane flew over town in S.E. England. Fighters went up, battle took place over centre of town, and enemy was reported shot down.

Announced that Germans lost their 200th aircraft in raids on Britain since war began.

Shipping—Ministry of Shipping announced that French merchant ships in U.K. ports were being requisitioned to serve common war effort, and would fly both flags.

Japan—Premier announced that Agreement had been made with Japan to stop for three months transit of war supplies to China through Burma and Hongkong.

Lt-Gen. Sir Alan Brooke, K.C.B., D.S.O., who commanded the Second Corps of the B.E.F. in France, has been appointed Commander-in-Chief of the Home Forces in succession to Sir Edmund Ironside.
Photo, Planet News

THE POETS & THE WAR

XXIX

BRIEF HOUR

By Ben Davies

'Do not men die fast enough without being destroyed by each other? Can any man be insensible of the brevity of life? and can he who knows it, think life too long!'—Fénelon

We who with careless hands have tossed this gem
Now see it dim and fade before our eyes,
And with a sense awakening and wise,
Seek no release nor pity, but condemn
Our easy valuation, and the hours,
Fleet and flying, that with subtle speed
Filched opportunities that may have freed
Us from this servience to ugly powers.
And seeing now this transient bubble fade,
With a grim humour we are yet content
To see the remnant in some ideal spent;
And, till before Time's altar we are laid,
To make of every hour a day to hold
The dreams that live though we do not grow old.

FRIDAY, JULY 19 *321st Day*

On the Sea—Italy's fastest cruiser, "Bartolomeo Colleoni," was sunk, and another put to flight off Crete, by Australian cruiser "Sydney" and small destroyer force.

Admiralty announced that two British merchant ships, "King John" and "Davisian," had been sunk in region of West Indies by enemy raider, believed to be converted merchant vessel.

In the Air—R.A.F. made night raids on enemy aerodromes and seaplane bases along coast of N.W. Germany and northern Holland. Aircraft factories, oil plants and railway communications also bombed.

Coastal Command aircraft attacked naval base at Emden and Dutch port of Harlingen.

Home Front—Twelve enemy aircraft shot down round Britain's coasts, ten being destroyed while attacking shipping in Channel.

Sir Alan Brooke succeeded Sir Edmund Ironside as C.-in-C. Home Forces. Lord Gort was appointed Inspector-General to Forces in Training.

General—President Roosevelt announced his acceptance of nomination for third term.

Hitler made "final appeal for peace" in speech to Reichstag.

SATURDAY, JULY 20 *322nd Day*

In the Air—R.A.F. made night raid on naval base at Wilhelmshaven. Oil refineries at Hamburg and Bremen and shipping in Emden harbour also bombed. Coastal Command bombers fired oil tanks near Rotterdam.

Fleet Air Arm attacked Tobruk and secured hits on oiler and transports.

Home Front—Twenty-one German aircraft brought down in raids on Britain, 18 by fighters and three by A.A. guns.

Thirty-five raiders attacked convoy in English Channel. Shipping in harbour in south of England was also attacked.

Ministry of Home Security stated that during month beginning June 18, total of 336 civilians had been killed in enemy air raids, and 476 seriously injured.

SUNDAY, JULY 21 *323rd Day*

On the Sea—Admiralty announced that H.M. submarine "Salmon" was considerably overdue and must be presumed lost.

H.M. trawler "Crestflower" reported sunk by enemy aircraft.

In the Air—R.A.F. and French bombers attacked oil depots at Rotterdam, and Bremen; aircraft factories at Wismar, Bremen, Rotenburg, Kassel, and Gottingen; goods yards at Hamm and Soest; and aerodromes in France, Holland and Belgium.

Coastal Command aircraft bombed 14,000-ton enemy supply ship. Other aircraft set fire to oil tanks at Ghent.

Home Front—Enemy raids reported over various areas of Britain. In English Channel six Hurricanes encountered 80 Dorniers and Messerschmitts. Four raiders shot down.

Empire—General Smuts broadcast to United Kingdom and U.S.A. on a free Europe.

Czechoslovak Govt.—British recognition granted to Provisional Czechoslovak Government, with Dr. Benes as Premier.

MONDAY, JULY 22 *324th Day*

On the Sea—Admiralty announced that H.M. destroyer "Brazen" had been lost through attack by enemy aircraft.

In the Air—R.A.F. bombers made night attacks on aircraft factories and oil plants in Germany, and on aerodromes in France, Holland and Germany.

Coastal Command aircraft attacked docks and petrol stores at Amsterdam, barge concentrations at Helder, and shipping at Dunkirk. Fleet Air Arm raided Bergen.

War against Italy—Cairo reported heavy raids during week-end by R.A.F. bombers on Tobruk, El Gubbi and Bardia in Libya, and Asmara and Assab in Eritrea.

Home Front—Enemy aircraft reported late at night over England and Scotland, greatest activity being in N.E. and S.E. Scotland. Bombs dropped at many coastal points, including Thames Estuary.

Dornier shot down by Hurricane fighters off South Coast. Two, possibly three, German aircraft believed brought down by A.A. guns during raid over S.W. England.

Lord Halifax made broadcast speech in reply to Hitler.

TUESDAY, JULY 23 *325th Day*

On the Sea—Admiralty announced that H.M. trawler "Campina" had been sunk by enemy mine.

In the Air—R.A.F. made widespread raids on aircraft factories, oil depots, twelve aerodromes, and other targets in Holland and Germany.

Coastal Command aircraft attacked patrol boats in Dunkirk harbour, oil tanks at Flushing and docks at Amsterdam.

War Against Italy—R.A.F. secured direct hits on submarine jetty in Tobruk harbour. El Gubbi and El Adem also attacked.

S. African Air Force made four raids on Diredawa aerodrome, Abyssinia.

Home Front—Dornier 17 shot down by R.A.F. fighters near N.E. coast of Scotland. Coastal Command aircraft shot down enemy flying boat in same area.

Third War Budget, presented by Sir Kingsley Wood. Income tax raised to 8/6. Higher duties on tobacco, wines, beer and entertainments.

France—Pétain Government announced that M. Daladier and three members of his Cabinet are to be tried on charge of war responsibility.